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Tuesday, March 10, 1964
Phalguna 20, 1885(Saka)

LOK SABHA DEBATES

Seventh Session
(Third Lok Sabha)

सत्यमेव जयते

LOK SABHA SECRETARIAT

New Delhi

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*The sign + marked above the name of a Member indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Tuesday, March 10, 1964/Phalguna 20, 1885 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Security Measures at Airports

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*502. **Shri R. G. Dubey:**
Shri Vishram Prasad:
Shri Shree Narayan Das:
Shri P. C. Borooah:

Will the Minister of **Transport** be pleased to state:

(a) whether there is a plan to enforce rigid security measures at the international and important airports in India; and

(b) if so, the reasons therefor?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) and (b). On account of strategic importance of aerodromes and the installations therein and the need for maintaining navigational coverage for air traffic, the security arrangements at the aerodromes have been further tightened. Certain vital installations/units including hangars and aircraft parking areas, engineering and maintenance workshops, refuelling/fire-fighting installations, radio receiving and transmitting stations, power and water supply installations etc. have been declared as protected places under rule 7 of the Defence of India Rules, 1962 and entry into the operational area is regulated with greater vigilance.

The question of entrusting the security of vital installations to a police force and to regulate entry to all vulnerable points with their supervision, is being examined.

Shri R. G. Dubey: Is it a fact that these new measures have been introduced after the escape of Mr. Daniel Walcott?

Shri Mohiuddin: No; these areas were declared as protected areas last year as soon as the emergency was declared and various arrangements were made regarding the strengthening of the security measures. Of course, since Mr. Walcott's escape, some more steps have been taken.

Shri R. G. Dubey: May I know whether Government realise that these new measures will unnecessarily put to harassment the innocent citizens? For example, the present arrangement is that the friends of the passengers are not allowed to go up to the railings. Is it a fact that according to the new measures, people who want to go to the air-port to meet their friends etc. have to secure a permit or something of that kind?

Shri Mohiuddin: Passenger traffic, of course, is regulated by different ways. So far as the hall of the terminal building is concerned, passengers and their friends can go there.....

Mr. Speaker: The hon. Member wants to know whether even for going up to the railings, they will have to get a permit.

Shri Mohiuddin: Up to the railings they can go freely. I might remind the hon. Member that he would have

found that even before the emergency, persons other than passengers were not allowed to go beyond the railings towards the aircraft.

Shri Warior: May I know whether for these security measures, the organisation has been set up by the Ministry itself or whether it has been left to the Central Intelligence Bureau?

Shri Mohiuddin: The security measures are certainly left to the aerodrome authorities. The question of intelligence is quite a different affair. So far as the security measures at the airport are concerned, there are the customs authorities, then there are the passport authorities, the aerodrome authorities and others, and there is full co-ordination between all these three, and all these arrangements are made after consultation.

Shri P. C. Borooah: May I know whether a study has been made as to the nature of the security arrangements that shall have to be taken at our air-ports, and whether any necessity has been felt for bringing in equipment and know-how from other countries?

Shri Mohiuddin: I do not think that for security arrangements it is necessary to bring in know-how from outside.

Shri Tridib Kumar Chaudhuri: May I know whether the security measures adopted at the air-ports would extend only up to the railings guarding the air-ports, or whether there would be some security measures on the other side of the railings also so that incidents like Mr. Walcott's escape may not happen again?

Shri Mohiuddin: I have already mentioned that the hangar, installations and so on are included.

Shri Sham Lal Saraf: Besides the security measures taken all over the air-ports, may I know if some specific attention is being paid to the air-ports that are spread over in the eastern and northern borders; if so, what sort of security measures are being taken there?

Shri Mohiuddin: As far as civil airports are concerned, of course, every effort is made everywhere including the eastern and the border areas, and naturally, security measures will be more strict near the borders, but there are no other special arrangements for border area.

Shri U. M. Trivedi: May I know if instructions have now been issued to the officers posted in connection with security measures that they shall not distinguish between white, black, yellow and brown in enforcing these measures, as in the case of Walcott? He was allowed to walk in because he was of white skin.

Shri Mohiuddin: I do not think that white skin was the only consideration when he was allowed to go. It happened like that, and perhaps if there were any other person trying to escape in the same way, he might have as well succeeded. There was no discrimination in this respect.

Shrimati Renuka Ray: What was the other consideration?

श्री रामेश्वरानन्द : अध्यक्ष महोदय, मैं यह जानना चाहता हूं कि बंगाल, आसाम और काश्मीर में जो वायुयानों के अड्डे हैं, क्या उनमें काम करने वाले कोई मुसलमान भी हैं ।

अध्यक्ष महोदय : यह दूसरा सवाल है ।

श्री रामेश्वरानन्द : अध्यक्ष महोदय, मैं अपने प्रश्न को समझा नहीं सका हूं ।

अध्यक्ष महोदय : हम समझ तो गए हैं, लेकिन उसका इस सवाल से ताल्लुक़ नहीं है ।

श्री रामेश्वरानन्द : मेरे कहने का अभिप्राय यह था कि क्या पाकिस्तान के जासूस उन अड्डों में हैं ।

अध्यक्ष महोदय : माननीय सदस्य किसी और वक्त यह सवाल पूछ लें ।

Shri Kapur Singh: What substance is there in the general impression that the agents of our two mass land neighbours are at the moment well infiltrated into almost all our centres and establishments connected with our military defence?

Shri Mohiuddin: The hon. Member is asking a question about military defence.

Shri Kapur Singh: Air-ports are very much connected with military defence.

Mr. Speaker: It is too wide a question to be covered here.

Stocks of Wheat, Rice and Sugar

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*503. **Shri Yashpal Singh:**
Shri D. C. Sharma:
Shri P. C. Borooah:
Shri P. R. Chakraverti:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the stock of wheat, rice and sugar held by the Government of India up to date;

(b) how long will it suffice the need of the country; and

(c) the steps taken to procure further supplies from foreign countries during the current year?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) and (b). The Government of India does not hold any stocks of sugar. The available stocks of wheat and rice are programmed to build up in course of time after taking into account imports, procurement and needs of consumption, a buffer stock of 4 million tonnes of wheat and 2 million tonnes of rice and are adequate for the purpose.

(c) Apart from the bulk of our imports of foodgrains made from the U.S.A. under P.L. 480, arrangements have been made for import of rice from Burma and UAR and of wheat from Australia. There is also a proposal to enter into a fresh PL-480 agreement with the US Government for import of both wheat and rice. It is not proposed to import any sugar.

श्री यशपाल सिंह : क्या मैं यह जान सकता हूं कि मख्तलिफ़ स्टेट्स के पास आज कितना शुगर क्वोटा है और पिछले साल के मकाबले में आज हम लोग कितना कम या ज्यादा पैदा कर रहे हैं ?

Shri Shinde: The stocks held by the sugar factories as on 15th February, 1964 were 11.2 lakh tons, and the production is expected to exceed 27 lakh tons. That is the expectation, but no accurate or exact assessment is possible at this stage because the season is still on.

श्री यशपाल सिंह : क्या सरकार यह बता सकती है कि हिन्दुस्तान के किसान से किस कीमत पर गल्ला लिया जाता है और पी० एल०-४८० का गल्ला किस कीमत पर आता है—इन दो कीमतों में कितना फ़र्क है ?

अध्यक्ष महोदय : यह सवाल कई मर्तबा आ चुका है ।

श्री म० ला० द्विवेदी : मैं जानना चाहता हूं कि इस बात में कहां तक सच्चाई है कि कानपुर में १,४१ हजार टन गल्ला रखा हुआ है, लेकिन वह पब्लिक को न देकर आटा पीसने वाली मिलों को दिया जाता है, जो सात-सात रुपये फ़ी मन का ब्लैक करती हैं।

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): That is not correct. In

fact, at the request of the U.P. Government, we allotted recently a lakh tons—20,00 tons each to five centres—and to Kanpur also 20,000 has been allotted, so that there should not be any difficulty. If any particular difficulty is pointed out, I shall enquire.

Shri M. L. Dwivedi: Part of my question has not been replied to. बाकी हिस्से का जवाब नहीं दिया है। मैंने पूछा था कि क्या यह सही है कि हर मिल वाला सात रुपये फी मन का ब्लैक करता है ?

अध्यक्ष महोदय : वह कहते हैं कि यह सही नहीं है, मैं क्या करूं ?

श्री शिव नारायण : गवर्नमेंट के पास इतनी चीनी का स्टाक है जब कि राजस्थान में चीनी तीन रुपये सेर बिक रही है। मैं जानना चाहता हूं कि वहां चीनी पहुंचाने में सरकार को क्या दिक्कत है ?

Shri Shinde: As I have already explained, as far as we are concerned, Government does not hold any stock of sugar. The stocks are naturally with the sugar factories. The facts have already been explained by me.

Shri P. C. Borooah: May I know whether any special assistance is going to be given or is being given to State Governments to build up buffer stocks in adequate quantities; if so, to what extent; and what will be the total of both the Centre and the States together?

Mr. Speaker: Not too many 'whethers' together.

Shri A. M. Thomas: Buffer stocks are built up for purposes of Central reserve. But it is open to State Governments also to build up some buffer stocks out of internal procurement as UP is doing. It is procuring both for its own purposes as well as for the Central reserves.

श्री कछवाय : हमारे देश में गेहूं का स्टाक रखा हुआ है और उसका आटा मिलों को दिया जाता है। क्या यह सही है कि मिल वाले सस्ता गेहूं विदेशों से मंगा करके अच्छे गेहूं के आटे में मिला कर महंगे भाव पर यहां के लोगों को आटा दिया जाता है ?

Shri A. M. Thomas: With regard to the wheat supplied to the flour mills, the *ex*-factory prices are fixed. If anybody sells at more than that, he can be prosecuted. So I do not think there is any black-marketing, as has been alleged.

श्री कछवाय : मेरे सवाल का जवाब नहीं आया है।

श्री ओंकार लाल बेरवा : इतना गेहूं और चावल का स्टाक होते हुए भी आज दिल्ली जो कि राजधानी है, वहां पर सहकारी स्टोरों के पास गेहूं और चावल की कमी होने का क्या कारण है ?

खाद्य तथा कृषि मंत्री (श्री स्वर्ण सिंह) : मेरा खयाल है कि दिल्ली में तो गेहूं की कमी नहीं है और न ही आटे की है। अगर किसी खास स्टोर के मताल्लिक माननीय सदस्य मझे वाकफियत दें तो मैं इसकी जांच कराऊंगा। दिल्ली में तो कमी होनी नहीं चाहिये।

Shri Kapur Singh: What is proposed to be the duration and the yearly intake of the renewed PL 480 agreement now under contemplation, after its present term expires?

Shri Swaran Singh: The duration as well as the quantities are still to be negotiated.

श्री राम सेवक यादव : क्या इस तरह की शिकायतें आ रही हैं कि आटे में दूसरी चीजें मिला कर के बेची जाती हैं ? क्या आटे की जगह गेहूं ही देने का विचार हो रहा है ?

Shri A. M. Thomas: Some restrictions have been imposed, *e.g.*, those

who deal in flour manufactured out of imported wheat will not be allowed to deal in indigenous wheat so that there may not be scope for abuse. So also those who deal in *atta* manufactured out of indigenous wheat will not be allowed to deal in imported wheat.

श्री राम सेवक यादव : गेहूं देने में क्या दिक्कत है ?

Shri Swaran Singh: May I clarify? कोई दिक्कत नहीं है, बहुत जगहों पर गेहूं भी दिया जाता है। लेकिन बहुत सी जगहों पर आटे की मांग है। स्थानिक जिस किस्म की मांग हो, उसके मुताबिक काम होता है। जहां आटे की मांग हो, वहां आटा देने का प्रबन्ध किया जाता है और जहां गेहूं की हो, वहां गेहूं दिया जाता है ।

Dr. Sarojini Mahishi: Which of the States are in a position now to have buffer stocks of wheat and rice?

Shri A. M. Thomas: As I have indicated in answer to Shri P. C. Borooah, some States are procuring for their own purposes as well as for Central stocks. For example, Assam is procuring, through their co-operative agency. U.P. is procuring. Orissa is doing the same. We have advised all State Governments to procure either for Central purposes or for their own purposes.

Mr. Speaker: This can be further discussed during the discussion of the Demands for Grants.

Prices of Fertilizers

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*504. **Shri Yashpal Singh:**
Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri Dhaon:
Shri P. C. Borooah:
Shri D. J. Naik:
Shri Daljit Singh:
Shri Subodh Hansda:
Shri P. R. Chakraverti:
Shrimati Savitri Nigam:
Shri R. S. Pandey:
Shri Ram Harkh Yadav:

Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 79 on the 19th November, 1963 and state:

(a) whether Government have since considered the proposal to reduce the prices of fertilizers; and

(b) if so, the prices of various kinds of fertilizers fixed after reduction?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) After a careful consideration of the matter, Government have decided that the price of UREA be reduced by Rs. 100 per metric tonne with effect from 1-1-64. The present Pool Prices of various fertilisers are:—

Ammonium Sulphate	Rs. 330	per Metric Tonne
Urea . . .	Rs. 570	,,
Ammonium Sulphate Nitrate . .	Rs. 400	,,
Calcium Ammonium Nitrate . .	Rs. 278	,,

श्री यशपाल सिंह : कुल मिला कर एक साल में कितनी कमी फर्टिलाइजर के मल्य में की गई है ?

डा० राम सुभग सिंह : १९६२–६३ में कल्शियम अमोनियम नाइट्रेट के मूल्य में ३२ रुपये प्रति टन की कमी की गई । अभी जैसा मैंने कहा है १ जनवरी, १९६४ से १०० रुपये प्रति टन की कमी की गई है यूरिया के मल्य में । इस प्रकार कुल मिला कर १९६३–६४ में ३ करोड़ ७८ लाख ४१ हजार २९२ रुपये की कमी होगी ।

श्री यशपाल सिंह : क्या मैं जान सकता हूं कि कब तक हम अमरीका से मंगाना छोड़ कर इस मामले में सैल्फ-सफिशेंट हो जायेंगे ?

डा० रामसुभग सिंह : जब तक हमारे यहां खाद के कारखाने काफी नहीं बन जायेंगे तब तक स्वावलम्बी होने में कठिनाई है। प्रतिवर्ष रासायनिक खाद की मांग भी बढ़ती जा रही है ....

श्री रामसेवक यादव : समय तो बता दें।

डा० रामसुभग सिंह : वह बताना कठिन है क्योंकि प्रतिवर्ष इसकी मांग बढ़ती जाएगी। तृतीय पंचवर्षीय योजना में यह था कि करीब एक मिलियन टन का कारखाना बनेगा लेकिन वास्तव में बनेगा केवल आठ लाख या साढ़े सात लाख का। जब तक पूरा उत्पादन, जितनी मांग है उसके मुताबिक नहीं होता है तब तक दिक्कत रहेगी।

Shri P. C. Borooah: May I know whether there is difference in the prices of fertilisers given to plantations and for agricultural production?

Dr. Ram Subhag Singh: Yes, Sir; there is a little difference between the prices of fertilisers for the State Governments and to plantations. We give ammonium sulphate to the State Governments at Rs. 330 per metric tonne and to plantations at Rs. 354·60 per metric tonne. Similarly, the rates are different for certain other types of fertilizers.

Shrimati Savitri Nigam: What is the difference between imported fertilisers and those produced in India? What efforts are being made to reduce the price of indigenous fertilisers?

Dr. Ram Subhag Singh: We buy the sulphate of ammonia produced at Sindri at Rs. 307·20. We buy fertilisers for the Central fertiliser pool from various factories in India. The imported price is Rs. 222. Similarly the imported urea costs Rs. 393 and Sindri urea, Rs. 672; ammonium sulphate nitrate Rs. 405 per ton and calcium ammonium nitrate Rs. 280. The two prices are taken together and then the price is fixed for giving it to the State Governments as well as to plantations.

Shrimati Savitri Nigam: The second part of my question has not been answered. What efforts are made to reduce prices?

Dr. Ram Subhag Singh: The Ministry of Heavy Engineering is applying its mind and it is precisely due to this that we have recently reduced the price of urea by Rs. 100.

Shri A. P. Jain: What is the amount to the credit of the fertiliser pool made out of the profits and how has it varied during the last three years?

Dr. Ram Subhag Singh: In 1962-63 it was Rs. 8,50,06,580. For 1961-62, it was Rs. 9,47,19,930.

Shri A. P. Jain: What is it now?

Dr. Ram Subhag Singh: You can deduct what I had said earlier. Rs. 3,78,41,292 can be deducted from Rs. 8,50,06,580. So, it will come to..

Shri A. P. Jain: Let me know the figures, pure and simple.

Dr. Ram Subhag Singh: I am giving you the figures.

Mr. Speaker: Order, order. It is only a simple deduction. Shri Tyagi.

Shri Tyagi: In the case of fertilisers, as far as I know, there is first the retention price which is fixed after giving 10 per cent margin to factories. After that, there is the fertiliser pool, and profit taking. My hon. friend wanted to know how much profits the pool has earned. May I know whether it is a fact that Rs. 60 per ton was realised by the pool over and above the retention price fixed?

Dr. Ram Subhag Singh: That is totally incorrect, because, when I gave the figure, Rs. 8,50,00,000 odd, that is the total amount of profit earned by the fertiliser pool, but as

we reduced the price of urea this year and that of calcium ammonium nitrate in 1962-63, that has been reduced by more than Rs. 3 crores per year, and we are going to take further steps to bring down the difference.

Shri Tyagi: As the hon. Minister said that it is wrong and he has contradicted it.....

Mr. Speaker: Then there are other methods by which it can be brought up.

Shri Tyagi: Sir, it is a point arising from his reply. He says that Rs. 60 per ton was wrong. But their Ministry has given a statement before the Public Accounts Committee and they have said that the factory was allowed a retention price as fixed from time to time by the Tariff Commission which generally included a ten per cent return on total capital employed, and the pool issue price was fixed by the fertiliser pool taking into account the purchase price of indigenous products from various units, and of imported material including various other expenses. The Committee was informed by Audit that the pool's average price was about Rs. 60 per ton more than the retention price allowed to the factory.

Dr. Ram Subhag Singh: In this price, you will have to include incidental charges, transport cost and other things.

Shri Tyagi: The incidence goes to the cultivator.

Dr. Ram Subhag Singh: I will still say that it is 100 per cent incorrect. (*Interruption.*)

Shri Tyagi: The hon. Minister is giving incorrect replies. He is incorrect. He is wrong.

Mr. Speaker: Order, order. (*Interruption*).

Shri U. M. Trivedi: Then, he can bring in a motion of privilege.

Dr. Ram Subhag Singh: He need not have used the figure that was given by the Ministry to the Public Accounts Committee, here to counter this.

Shri Tyagi: Why can't I?

Dr. Ram Subhag Singh: He is totally incorrect.

Shri Tyagi: The Minister is absolutely incorrect.

Mr. Speaker: Order, order. What is this?

Shri Tyagi: He says that I am totally incorrect. I say that he is absolutely incorrect.

Dr. Ram Subhag Singh: He is incorrect. (*Interruption*).

Mr. Speaker: Order, order. Both of them should sit down; let both of them resume their seats. Dr. P. S. Deshmukh.

Dr. M. S. Aney: What was incorrect? Was the figure incorrect or both the men were incorrect?

Shri U. M. Trivedi: Sir, on a point of order.

Mr. Speaker: There is no point of order.

Shri U. M. Trivedi: I will place it before you and then you can say. The question is very patent. The Chairman of the Public Accounts Committee has said that the Ministry has given him wrong figures. Giving wrong figures to the Public Accounts Committee, by a Ministry, is really a very serious affair. Therefore, this matter must be investigated: whether the figures given are correct or not.

Mr. Speaker: As an eminent lawyer, he can now decide where that

point of order arises! It is only as a part of these proceedings, and not as a point of order, that he has interrupted!

Dr. Ram Subhag Singh: May I say.....

Mr. Speaker: I do not allow it. It might be discussed and settled afterwards or a regular discussion might be asked for.

Shri Ranga: We want a discussion.

Dr. P. S. Deshmukh: It is apparent that this pool was earning considerable amounts for the Government. May I know whether the policy of working this pool on a no-profit-no-loss basis has now been restored?

Dr. Ram Subhag Singh: That is our policy; precisely that is the policy, and therefore we have slashed the profits by Rs. 3.78 crores. It is due to this that I say that the earlier figure is incorrect.

श्री विश्राम प्रसाद : अभी मंत्री जी ने बतलाया कि इम्पोर्टेड फर्टिलाइजर की प्राइस प्रति टन २२० रु० है और हिन्दुस्तान में जो फर्टिलाइजर तैयार होती है वह ३७० रु० टन है और ६० रु० प्राफिट है। मैं जानना चाहता हूं कि फर्टिलाइजर की इतनी ऊंची प्राइस करके सरकार कैसे सोचती है कि कृषि की पैदावार बढ़ाई जा सकेगी।

अध्यक्ष महोदय : यह इन्फ्लेशन कैसे होगी।

Shri Ranga: We have understood that the Government is pursuing a policy of subsidising the fertilisers for being easily available to the peasants at lower prices. But the fact seems to be different. May I know, if it is not at the stage of the fertiliser pool, at what stage anything is being done by the Government in order to subsidise the sale of the fertilisers and make them available cheaper to the peasants?

Dr. Ram Subhag Singh: One step is to reduce the price. The second step is to subsidise the distribution. We are giving off-season rebate of Rs. 2·50 per ton plus transport subsidy up to 500 kilometres plus subsidy to all the inaccessible areas—hilly areas, etc. But in plain areas, this is the figure at which it is given to the peasants.

Shri Ranga: So far as the peasants are concerned, what is the benefit Government have conferred upon them?

Dr. Ram Subhag Singh: It is a big benefit. They are purchasing it at this rate.

Shri Ranga: You make profits all the time.

Mr. Speaker: Next question.

Research in Spice-Crops and Cashewnuts

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*505. { **Shri Warior:** / **Shri Vasudevan Nair:**

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have finalised any proposal to establish a Central research institute for carrying out fundamental and technological research on spice-crops and cashewnuts; and

(b) if so, the main features of the proposal?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) and (b). A proposal to set up a Central Spices and Cashewnut Research Institute is under consideration. Details have not yet been finalised.

Shri Warior: May I know whether the scheme will include all the spices in the State and where the institute will be located?

Dr. Ram Subhag Singh: It will be located somewhere in Ernakulam. We have requested the State Government to give some land and they are going to give some land. Certain steps have been suggested by the State Government and they are under examination. But the institute is going to be in Kerala. It will include all the spices, I believe.

Shri Warior: May I know what preliminary steps Government have taken to organise this institute already?

Dr. Ram Subhag Singh: Our Agricultural Commissioner was there in Cochin in the first week of February. He visited some site. A committee is going to be constituted on which the Kerala Government as well as other spices-growing States are going to be represented to finalise the whole programme, and it will be expedited.

Shri Joachim Alva: Is the Minister aware that in my constituency of North Kanara and the adjoining areas of Goa and South Kanara, there is a deep and intensive belt of cashewnut area? Is there a proposal to open this institute in this area?

Dr. Ram Subhag Singh: No, Sir; it is going to be in Kerala State.

Shri Kapur Singh: May I know whether any experiments are proposed or are in progress to discover the feasibility of growing these spice crops in other areas than in the South?

Dr. Ram Subhag Singh: In other areas also, certain spices are grown. But in some of the southern States, particularly Kerala, they are grown in a very concentrated way.

Mr. Speaker: He wants that exploration may be made so that the spices may be grown elsewhere also.

Dr. Ram Subhag Singh: We will take this fact into consideration.

Shri Bhagwat Jha Azad: May I know, how far in the absence of such an institute Government would render help to the spice-crop and cashew growers if they ask for assistance from the Government?

Dr. Ram Subhag Singh: Our ICAR is looking after this programme. In the absence of this research institute also, there is a wing to go into this matter and it is properly attended to by that body. But we want that this programme should receive our specific attention and therefore this institute is going to be set up.

श्री विश्राम प्रसाद : मैं जानना चाहता हूं कि जो आप यह रिसर्च स्टेशन खोलने जा रहे हैं इन में रिसर्च किन किन एसपैक्टस पर की जाएगी ?

डा० रामसुभग सिंह : इसमें विभिन्न मसालों की फसलों का कैसे विकास हो, कैसे उनकी ग्रेडिंग हो, उस जमीन को किस प्रकार विकसित किया जाये, मसाले के मारकेटिंग में क्या सुधार किया जाए, इन सारी बातों पर विचार किया जाएगा ।

Shri B. K. Das: May I know whether there is already a research station about cashewnut in Kerala?

Dr. Ram Subhag Singh: Yes, Sir; there is already one.

श्री काशी राम गुप्त : क्या मंत्री महोदय यह बताने की कृपा करेंगे कि यह कैश्यूनट केरल और मैसूर के अतिरिक्त अन्य उत्तर भारत में भी पैदा किए जा सकते हैं या नहीं ?

डा० रामसुभग सिंह : और जगह भी इसके पौधे रोपने की कोशिश की गयी । यह केरल, मैसूर और मद्रास में ज्यादा होता है । पिछले साल हमने असम में भी इसके पौधे रोपे हैं । लेकिन दक्षिण भारत में यह ज्यादा होता है ।

Shri A. P. Jain: Black pepper grows on the western coast because it gets showers in a particular part of the year. Some experiments were carried on in the eastern coast in Madras for growing black pepper by giving artificial showers.

Mr. Speaker: He is giving information.

Shri A. P. Jain: Has that experiment been tried and further extended?

Dr. Ram Subhag Singh: I require notice to answer that question.

Dr. Sarojini Mahishi: Spices and cashewnuts earn good foreign exchange. May I know whether there is any particular machinery for controlling the quality of these while they are exported?

Dr. Ram Subhag Singh: Yes, there is a machinery. As I said, the ICAR looks after this programme.

दिल्ली दूध योजना

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*५०६. श्री म० ला० द्विवेदी :
श्री हरि विष्णु कामत :
श्री प्रकाशवीर शास्त्री :
श्री वासुदेवन नायर :

क्या खाद्य तथा कृषि मंत्री १० दिसम्बर, १९६३ के तारांकित प्रश्न संख्या ४७९ तथा उस के अनुपूरक प्रश्नों के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) दिल्ली दूध योजना की कार्यप्रणाली को सुधारने के लिए क्या कदम उठाए गए हैं; और

(ख) उन के क्या परिणाम निकले हैं ?

खाद्य तथा कृषि मंत्री के सभा-सचिव (श्री शिन्दे): (क) और (ख). खाद्य और कृषि मंत्रालय के एक प्रवर अफसर को जांच अफसर नियुक्त कर दिया गया है, जो दिल्ली दुग्ध योजना में सफेद मक्खन के बड़ी मात्रा में इकट्ठा होने और उसके खराब होने की जांच करेगा और इस बारे में अफसरों की यदि कोई व्यक्तिगत लापरवाई होगी, तो उस के लिये उन्हें जिम्मेदार ठहरायेगा । उस की रिपोर्ट की प्रतीक्षा है । भारत सरकार दिल्ली दुग्ध योजना के प्रशासन को अधिक शक्तिशाली बनाने के लिए कुछ प्रस्तावों पर तत्परता से विचार कर रही है।

[(a) and (b). A senior Officer of the Ministry of Food and Agriculture has been appointed as the Inquiry Officer for conducting an inquiry into accumulation and deterioration of a large quantity of white butter in the Delhi Milk Scheme and for fixing responsibility for any lapses on the part of any individual officers. His report is awaited. Certain proposals for strengthening the administration of the Delhi Milk Scheme are also under the active consideration of the Government of India.]

श्री म० ला० द्विवेदी अभी मंत्री महोदय ने बतलाया कि सरकार ने कुछ कदम उठाए हैं जिन से दिल्ली दुग्ध योजना का विकास होगा । मैं जानना चाहता हूं कि वे कौन कौन से कदम हैं जो उठाए गए हैं, और क्या कारण है कि दिल्ली के आस पास काफी मात्रा में दूध उपलब्ध होते हुए भी दूध का शार्टेज हो रहा है ?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): Sir, this question has been tabled by the hon. Member with reference to a previous question and answers to supplementaries thereon. The previous question related to rancid butter. That is why in the body of the reply we have indicated what steps have been taken in that matter. With regard to strengthening of the administration, in fact, certain proposals are under consideration. We want to have an officer of the rank of General Manager who has got ad-

ministrative experience and also a Deputy General Manager who has got technical experience. These are under consideration and under discussion with the Home Ministry as well as the Finance Ministry. With regard to the question of supplies, we are handling about 3000 to 4000 maunds of milk per day. Because of the floods and other circumstances we are getting less supplies from the U.P. area. So the supplies have been to some extent affected. But we think that we would be able to maintain this order of distribution in the coming months too.

Shri A. M. Thomas: We are increasing the storage capacity of the chilling centres. We are also making improvements in the transport arrangements.

Shri M. L. Dwivedy: In the first part of my question, I have asked about the steps taken by the Ministry. They have not been mentioned.

Mr. Speaker: He has mentioned the steps which have been taken.

श्री म० ला० द्विवेदी : मैं जानना चाहता हूं कि क्या कारण है कि दुग्ध वितरण केन्द्रों पर कर्मचारी देर से आते हैं, इस से लोगों को देर होती है और सप्लाई ठीक से नहीं हो पाती ?

Shri A. M. Thomas: Yes, Sir. Some complaints have reached us. We have enquired into them and we have warned the managers of the depots to be very careful and not to give rise to such complaints.

Shrimati Savitri Nigam: May I know whether the hon. Minister has received complaints of rank dishonesty prevailing in the counters and that money is not being returned to the people who do not take milk on their cards?

Shri A. M. Thomas: There have been some complaints of misappropriation which have been suitably dealt with. Because of proper accounting there will be some delay in the refund of the money. But we have advised the Delhi Milk Scheme that there should not be any delay at all in the matter of refund of money.

Shri Ramachandra Ulaka: May I know whether the deep freeze equipment has been received by the Government and, if not what other process has been adopted for storing ghee and avoiding further wastage?

Shri A. M. Thomas: Though we have placed an order, we have not yet received the deep freeze equipment. We are now utilising the cold storage for ice cream for storing table butter.

श्री प्रकाशवीर शास्त्री : कर्मचारियों की अकर्मण्यता से और कार्यप्रणाली में दोष होने के कारण, क्या सरकार ने कुछ ऐसी भी जानकारी ली है कि पीछे जो लाखों रुपए का घी खराब हो गया और दूध जो समय समय पर बिगड़ता रहा है, इस से पिछले दो वर्षों में दिल्ली ? दुग्ध योजना को कितनी हानि पहुंची है ? क्या सरकार के पास इस के आंकड़े हैं ?

Shri A. M. Thomas: A senior officer has been appointed to enquire into this, in order to assess the loss and also fix up the responsibility. So far as the sale of rancid ghee is concerned we think there would be a loss of about Rs. 74,000.

श्री विश्राम प्रसाद : अभी मंत्री जी ने बताया कि स्पेशल आफिसर जांच के लिए लगाए गए हैं। मैं जानना चाहता हूं कि जांच के दौरान क्या किसी कर्मचारी को ससपेंड भी किया गया या यों ही जांच हो रही है, और इस की रिपोर्ट आने की कब तक उम्मीद की जा सकती है ।

Shri A. M. Thomas: Nobody has been suspended.

श्री जगदेव सिंह सिद्धान्ती : स्वतन्त्र रूप से दूध का व्यवसाय करने वालों पर इस दूध योजना का क्या प्रभाव पड़ सकता है ?

Shri A. M. Thomas: No, Sir, so far as the suppliers of milk are concerned, their conditions have improved very much. Before the Delhi Milk Scheme came into being they were selling milk at distress prices. Now they are getting proper price for their produce.

श्री कछवाय : क्या यह बात सही है कि वहां के कर्मचारियों को जो सहूलियतें मिलनी चाहियें वे नहीं मिल रही हैं इसलिये दूध सप्लाई में गड़बड़ी हो रही है ?

Shri A. M. Thomas: No, Sir. The question of the grievances of workers is also being looked into. Whenever any such complaints come, we meet the representatives of the workers and discuss it with them.

श्री यशपाल सिंह : जब कि हम लोग मानते हैं कि दूध लाइफ की फर्स्ट नैसिसिटी है, तो मैं जानना चाहता हूं कि हमारे मंत्री जी ने यह कितनी बार देखा है कि मिल्क वान को नहर के पुल पर रोक कर दूध बेच दिया जाता है और उस में नहर का पानी मिला दिया जाता है, कुवें का पानी नहीं मिलाया जाता क्योंकि वह भारी होता है ।

अध्यक्ष महोदय : मंत्री जी ने देखा होता तो कहते, आप ने देखा हो तो बतलाइए ।

श्री काशी राम गुप्त : अभी मंत्री जी ने बतलाया कि अकाल के कारण दूध कम मिल रहा है, और दूसरी तरफ वे कहते हैं कि जनरल मैनेजर और डिप्टी जनरल मैनेजर नियुक्त किये जायेंगे । मैं जानना चाहता हूं कि वह क्या काम करेंगे जब दूध की सप्लाई ही कम है ?

अध्यक्ष महोदय : यह तो वह बतला चुके ।

Shri Warior: May I know whether Government have made any investigation of the complaint that the ghee auctioned from the Delhi Milk Scheme was used for adulteration?

Shri A. M. Thomas: No, Sir. No such complaint has come.

Shri Warior: It was in the press.

श्री शिव नारायण: मैं जानना चाहता हूं कि क्या दिल्ली मिल्क स्कीम के ऊपर अफसरों और नीचे के कर्मचारियों में कनफ्लिक्ट है जिस से काम ठीक से नहीं हो रहा है ।

Shri A. M. Thomas: In fact, there has been some friction in the working of the scheme. We have looked into that also, and the entire administrative set-up is being streamlined.

Shri A. P. Sharma: Is it not a fact that the employees of the Delhi Milk Scheme have made several complaints regarding the mismanagement of the Delhi Milk Scheme; and their union which is affiliated to the INTUC is not being recognised only because they have brought up these complaints in regard to the mismanagement of the Delhi Milk Scheme?

Shri A. M. Thomas: With regard to the recognition of the union, that has been considered, and we are in favour of granting recognition. The matter is being discussed with the Labour Ministry.

Road Board

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*507. **Shri Ramachandra Ulaka:**
Shri G. Mohanty:
Shri P. R. Chakraverti:
Shri Vishwa Nath Pandey:
Shri Subodh Hansda:
Shri Dhuleshwar Meena:

Will the Minister of **Transport** be pleased to refer to the reply given to Starred Question No. 484 on the 10th December, 1963 and state:

(a) whether the proposal for setting up a Road Board has since been considered; and

(b) if so, the broad features thereof?

The Minister of Transport (Shri Raj Bahadur): (a) and (b). A statement giving the information required is laid on the Table of the House. [*Placed in Library. See* No. LT-2481/64].

Shri Ramachandra Ulaka: May I know when this proposal was made by the Indian Roads Congress and why there is so much of delay in considering this proposal?

Shri Raj Bahadur: The recommendation about the establishment of the Road Board has been made from time to time by the Indian Roads Congress, and it was repeated in their last session also. The fact of the matter is that the functions, which expression include powers also, the composition of the board and the finances etc. are difficult matters to be settled, and particularly the matter relating to functions and powers is difficult because that would mean some sort of transfer of functions from the State transport authorities to this board.

Shri Ramachandra Ulaka: May I know the broad features of the scheme and how this will help to eliminate the transport bottle-neck in the country?

Shri Raj Bahadur: It is essentially for the development, co-ordination and integration of our development programmes concerning road and road transport.

Shri Bishwanath Roy: May I know the important features of the functions of the board, and whether inter-State roads would be taken up soon by that authority?

Shri Raj Bahadur: I have just now stated the functions.

Shri P. Venkatasubbaiah: Till a decision is made, may I know whether Government propose to consult the various State Governments in order to liberalise the giving of licences for the transport vehicles to move from State to State so that the bottle-necks may be removed?

Shri Raj Bahadur: So far as the constitution of this board is concerned, we are already in correspondence with the State Governments and we are consulting them. About liberalisation etc. that does not arise out of the main question.

Shrimati Savitri Nigam: May I know which are the States which have accepted this proposal and from which States the replies are awaited?

Shri Raj Bahadur: Some sort of favourable response has been indicated by the State Governments of Madras, Kerala, the Union Territory of Himachal Pradesh and one other Union Territory. Apart from that, generally, the States do not seem to be very favourably inclined, but the matter is yet under consideration.

Shri Bhagwat Jha Azad: In order to encourage a favourable response from the State Governments which, according to the statement, are not so much in favour, may I know whether Government propose to have an idea as to whether such boards are functioning in other countries so that such information may be helpful to us?

Shri Raj Bahadur: We have tried to collect some information in this behalf, and we are told that so far as the Western European countries as also Japan and the USA are concerned, there are no such boards. We are awaiting information from Australia.

Apart from that, the basic consensus of opinion amongst the various State Governments as expressed through their representatives at the last meeting of the State Transport Commissioners and Secretaries in Calcutta in February this year appears to be that they are in favour of some sort of co-ordination and integration of road programmes. I think that on that basis, perhaps some common ground may be found in this particular matter.

Shri Tyagi: In view of the severe threat on our borders from China and Pakistan, is there any proposal under the consideration of Government to provide some liberal facilities of transport on the border side so that the Army might not find it difficult to go from one place to another?

Shri Raj Bahadur: That particular matter is always under the consideration of the Defence Ministry, and whatever assistance the Transport Ministry at the Centre and the concerned State Governments can provide in this behalf will be provided.

Intermediate and Minor Ports

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*508. { **Shri Maheswar Naik:** / **Shri Onkar Lal Berwa:**

Will the Minister of **Transport** be pleased to state:

(a) the progress made in the development of intermediate and minor ports in various States in relation to the programmes envisaged in the Third Plan;

(b) the extent to which the problems of the concerned States relating to the foreign exchange for essential items needed for the purpose have been solved; and

(c) what other assistance from the Centre is being extended to the States in this regard?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (c). A statement giving the information is laid on the Table of the House. [*Placed in Library. See* No. LT-2482/64].

Shri Maheswar Naik: From the statement, I find that the provision in the Third Plan under the central sector for development of Paradip Port as an intermediate Port is Rs. 1,54,30,000. It seems nothing has been spent out of this. What are the reasons therefor?

Shri Raj Bahadur: I think the hon. Member is aware that this particular port was included in the Third Plan by us so far as we are concerned, for development as an intermediate port. Later on, the State Government insisted, and we agreed, that this may be taken up for a bigger development programme. They are going ahead with their plan. To the extent that we can assist under the Third Plan, that will be placed at their disposal.

Shri Maheswar Naik: For developing Paradip as an all-weather port, there is provision of Rs. 12.32 crores. What prevents its being taken up in the central sector because of the other implications involved in it?

Shri Raj Bahadur: Because it was not included in the Third Plan—that is the main reason.

Shri Surendranath Dwivedy: Am I to understand that this provision of Rs. 12 crores made by the State Government for developing this port as an all-weather port is a scheme with which the Central Government has nothing to do, or this scheme was made with the concurrence of the Central Government? Does the Central Government know that recently in the Orissa Assembly, it has been stated that the provision made for this port is Rs. 24 crores and not Rs. 12 crores as given in the statement?

Shri Raj Bahadur: The financial responsibility and also the responsibility for execution of the project has been fully undertaken by the State Government. We come into the picture so far as allocations made in the Third Plan are concerned. Nevertheless, they are going ahead with their scheme, and whatever assistance they have asked, we have tried to provide within the limitations of the financial allocation.

Shri Ranga: How is it that, in view of the fact that Paradip is to be one of the first-class ports, both the finan-

cial responsibility as well as the executive responsibility had been handed over to the State Government and not taken up by the Union Government?

Shri Raj Bahadur: It is very well known to the House that in the Third Plan, the new ports included for development are Mangalore and Tuticorin under the central sector. So far as Paradip was concerned, it was included as an intermediate port, not as a major port. The State Government, however, thought that they could find resources, both in personnel and in finance, to go ahead with this particular project, and they have gone ahead. That is the stage at which it stands.

Shri Warior: What steps have Government taken to supply dredgers for the minor ports, especially in Kerala State, where the ports have gone dry or shallow rather than being in commission now?

Shri Raj Bahadur: The various types of assistance provided are detailed in the statement. Apart from that, we have established survey launch and dredger pool for minor ports. For this the launches have been received, and survey work was started as early as 1962. Of the two dredgers, for which orders have been placed, one is expected in April and the other shortly. They also can be used for the port. Otherwise the State Government are also trying to provide themselves with small dredgers etc.

श्री ओंकार लाल बेरवा : यह छोटे और बड़े पोर्ट्स का वर्गीकरण किस आधार पर किया जाता है ?

श्री राज बहादुर: यह वर्गीकरण कुछ इन के ट्रैफ़िक के ऊपर भी होता है। इसके अलावा जो मेजर पोर्ट डिक्लेयर किये जाते हैं वह मेजर पोर्ट होते हैं, बड़े बंदरगाह होते हैं, बाक़ी माइनर पोर्ट होते हैं। उनमें भी कुछ डेवलपमेंट की बेसिस पर और ट्रेफ़िक की बेसिस पर छोटे और मझोले यानी इंटरमीजिएट इस तरह से यह रक्खे जाते हैं।

Shri P. Venkatasubbaiah: Under the central sector three ports of Andhra Pradesh, namely, Kakinada, Masulipatam and Krishnapatam were included. But under the Third Plan, not even one rupee has been spent under the plan allocations. Why? Masulipatam is an important port for export of iron ore.

Shri Raj Bahadur: The main reason is that certain schemes were being worked out by the State Government, and they could not be finalised till the end of last year. That is why in the first two years it could not be scrutinised, and I hope the scheme will soon be undertaken.

श्री तुलशीदास जाधव : ये जो पोर्ट्स तैयार होते हैं, उनमें स्टेट गवर्नमेंट और सेंट्रल गवर्नमेंट का किस प्रोपोर्शन में हिस्सा होता है ?

श्री राज बहादुर : स्टेट गवर्नमेंट और सेंट्रल गवर्नमेंट में किसी प्रोपोर्शन में हिस्सा होने की बात नहीं है। कुछ तो सेंट्रल सैक्टर की स्कीमें होती हैं, जैसे कि माइनर पोर्ट्स के लिए ड्रेजिंग ऐंड सर्वे आर्गनाइजेशन—ये सेंट्रल सैक्टर में हैं। पांडीचेरी पोर्ट प्रोजेक्ट माइनर पोर्ट होते हुए भी सेंट्रल सैक्टर में है। उड़ीसा और दूसरी स्टेट्स में बन्दरगाहों की जो योजनायें हैं, उनके लिए ऋण देने के लिए सेंटर व्यवस्था करता है।

Shrimati Savitri Nigam: What are the reasons for such slow progress of Andaman and Nicobar Islands ports? The total expenditure is Rs. 48,000, but only Rs. 6,000 has been spent all these years. May I know the reason?

Shri Raj Bahadur: In all such schemes, a minimum period is required for survey, working out the designs, schemes and plans, and that is the essential part, and hence the work in the first few years is bound to be slow.

Shri Joachim Alva: Does the Union Ministry keep a strict watch on the expenditure in the ports in the maritime States, especially my State? I find from the statement that they have spent paltry sums on Bhatkal, Tadri, Kumta and Belegeri, which are in my constituency. Do you not allot more money to these ports?

Shri Raj Bahadur: We try to keep as strict a watch as possible, consistently with the autonomy of the States.

Railway Accidents

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*509. { **Shri P. C. Borooah:** **Shri Maheswar Naik:**

Will the Minister of **Railways** be pleased to state:

(a) whether the Commissioner of Railway Safety has recently studied the need for the use of electronic devices on the Indian Railways to avoid accidents and submitted his report;

(b) if so, his main observations and suggestions; and

(c) the decision taken by Government in the light of the same?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) The Commissioner of Railway Safety has submitted a note on "Research in Railway Safety Problems" and also published a brochure 'In Quest of Safety'.

(b) He has drawn attention to the development of Safety devices, with special reference to the science of Applied Electronics, to prevent accidents caused by human failures. His main suggestion is to set up an Institute of Research on Safety Devices and an Advisory Council to formulate the programme for research.

(c) Continuous special study and research for development of Safety Devices is fully recognised. This could best be achieved not by a new organisation but by strengthening the existing Railway Research, Designs and Standards Organisation by forming a separate Wing for Safety Research. Accordingly, a Safety Research Wing has been formed at the Railway Research Centre, Lucknow.

Shri P. C. Borooah: May I know what percentage of railway accidents has been attributed to want of this sort of devices, by the Kunzru Committee in their report?

Shri S. V. Ramaswamy: They have said not for want of these devices, but failure of the human element they have put at 70 per cent.

Shri P. C. Borooah: Have they not stated that for want of these devices, some 20 per cent of the accidents occur?

Shri S. V. Ramaswamy: It could be reduced if the devices are introduced, that is what they have said.

Shri Maheswar Naik: May I know whether the particular electronic device has been experimented upon in other advanced countries and its efficacy in averting accidents has been proved; if so, whether that experience will be utilised here in this country also?

Shri S. V. Ramaswamy: Experiments have gone on in other countries. Vast sums are being spent. We are, in our own way, trying to adopt them according to our needs.

Shri Bhagwat Jha Azad: The answer to Part (b) is yes, some recommendations have been made. We want to know what decision has been taken by Government, excepting that they want to set up one more research station, regarding the applied science of electronic devices for stopping accidents?

Shri S. V. Ramaswamy: It is not a separate organisation. It is a wing of the existing Railway Research, Designs and Standards Organisation stationed at Lucknow.

Shri P. C. Borooah: May I know whether it is a fact that quite a large number of electrical signal interlocking works sanctioned during the Second Plan have not yet been completed; if so, what is the reason, and to what extent have they been completed?

Shri S. V. Ramaswamy: As far as possible, we have pushed through the various schemes. Because of shortages of materials and other reasons, it has been held up, but we are speeding up the work and trying to complete it.

श्री शिव नारायण : क्या सरकार इस बारे में किसी फ़ारेन स्पेशलिस्ट से भी सलाह लेने के लिए तैयार है ?

Shri S. V. Ramaswamy: We would like to have even foreigners to assist us in the matter of cutting down the accidents.

Maharajkumar Vijaya Ananda: I once asked the Government whether they would consider running a pilot engine ahead of such express and mail trains to eliminate such accidents?

Shri S. V. Ramaswamy: We run 4000 passenger and mail trains and express trains. If we are to run a pilot engine in front of each one of them, I leave it to the House.

Maharajkumar Vijaya Ananda: I referred only to express and mail trains . . *(Interruptions)*.

श्री रामेश्वरानन्द : पहले रेलवेज में ऐसी प्रणाली थी कि ड्राइवर बनने के लिए कई बरस तक कोयला झोकना पड़ता था और बड़ा अभ्यास होने के पश्चात् ड्राइवर नियुक्त किये जाते थे । किन्तु अब कुछ पढ़े-लिखे व्यक्ति थोड़ी शिक्षा प्राप्त कर के आते हैं और थोड़ा अभ्यास होने पर भी उनको ड्राइवर नियुक्त कर दिया जाता है और दुर्घटनाओं का यही कारण है । मैं यह जानना चाहता हूं कि क्या प्राचीन प्रणाली के आधार पर पहले कोयला झोंकने वाले बना कर पीछे से उनको ड्राइवर नियुक्त करने का विचार है ।

रेलवे मंत्रालय में उपमंत्री (श्री शाहनवाज खां) : जो लोग भर्ती किये जाते हैं, चाहे वे पढ़े हों या न पढ़े हों, उनको पहले बाकायदा ट्रेनिंग दी जाती है और जिस वक्त वे ड्राइवर का काम करने के काबिल हो जाते हैं, तब वे ड्राइवर बनाए जाते हैं ।

अध्यक्ष महोदय : श्री ए० पी० शर्मा ।

श्री कपूर सिंह : वे कोयला झोंकते हैं या नहीं ?

अध्यक्ष महोदय : माननीय सदस्य का कहना है कि पहले छोटे कामों पर लगाया जाये, कोयला झोंकने पर लगाया जाये, और फिर तरक्की दे कर ड्राइवर लगाया जाये ।

श्री कपूर सिंह : उसका जवाब नहीं दिया गया है ।

श्री रामेश्वरानन्द : अध्यक्ष महोदय, मेरे प्रश्न का उत्तर आ जाना चाहिए ।

अध्यक्ष महोदय : मिनिस्टर साहब उत्तर दें ।

श्री शाहनवाज खां : माननीय सदस्य का सवाल इतना लम्बा था कि मैं पूरी तरह समझ नहीं सका ।

अध्यक्ष महोदय : स्वामी जी की तरफ़ से जो सवाल आये, वह बहुत छोटा तो नहीं हो सकता है ।

वह कहते हैं कि पहले यह कायदा था कि जो कोयला झोंकने वाले थे, उनको तरक्की दे कर आख़िर में ड्राइवर बनाते थे । वह प्रिभ्यूम करते हैं कि अब एक्सिडेंट्स इस लिए होते हैं कि डायरेक्ट रिक्रूटमेंट किया जाता है और जो लोग थोड़ी सी अंग्रेजी पढ़ लेते हैं, उनका इम्तहान लेकर उनको ड्राइवर बना दिया जाता है । माननीय सदस्य यह जानना चाहते हैं कि क्या सरकार पुराने तरीके पर चल कर पहले उनको कोयला झोंकने पर

बनायेगी और फिर स्टेजिज से उनको तरक्की देकर ड्राइवर मुकर्रर करेगी ।

श्री त्यागी : पोलीटिकल भाषा में पहले पार्लियमेंटरी सैक्रेट्री, फिर डिपुटी मिनिस्टर, फिर मिनिस्टर आफ स्टेट और फिर मिनिस्टर आफ़ कैबिनेट रैंक मुकर्रर किया जाये ।

अध्यक्ष महोदय : और मेम्बर बनने के लिए पहले क्वालिफ़िकेशन क्यों न हो ?

श्री शाहनवाज खां : जो कोयला झोंकने वाले हैं, उनमें से भी जो तालीमी लिहाज से इस काबिल होते हैं कि उनको प्रोमोशन मिले उनके लिए प्रोमोशन के रास्ते अब भी खुले हुए हैं ।

Mr. Speaker: Next question.

Shri A. P. Sharma: You called my name; I could not put my question.

Mr. Speaker: I am sorry; I have gone to the next question.

Shri Joachim Alva: Please give me a chance. I stood up six times.

Mr. Speaker: I have passed on to the next question. It is not necessary that every Member who stands up should be given an opportunity.

Shri A. P. Sharma: In order to get an answer for Swamiji have I to lose my question?

Mr. Speaker: I am sorry.

Shri Joachim Alva: This refers to accidents and their taking a complacent view of the accidents You must give us a chance to put questions about accidents.

Mr. Speaker: Order, order. This is not the time when accidents can be discussed here. Several other opportunities can be utilised for that purpose. I have called the next question.

Exploratory Tubewells Organisation

***510. Dr. L. M. Singhvi:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any comprehensive programme of work and explorations has been drawn up by the Exploratory Tubewells Organisation;

(b) if so, for how many years, the areas and locations and the capital outlay; and

(c) whether the work of the Organisation and its programme has been subjected to a co-ordinated review recently and if so, with what result?

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): (a) Yes.

(b) Exploratory Tubewells Organisation has been carrying out groundwater exploration in different parts of the Country since January, 1955. Its present programme of work is approved upto the end of the Third Five Year Plan period. During the Third Plan period, its target is to drill about 300 exploratory bores out of which 178 have been drilled upto the end of January 1964 in the States of Assam, Bihar, Gujarat, Madhya Pradesh, Madras, Mysore, Orissa, Punjab, Rajasthan, Uttar Pradesh and West Bengal.

The gross expenditure estimated for the Third Plan work is about Rs. 318·00 lakhs.

(c) An Inter-Departmental Board of Management for Exploratory Tubewells has been set up since the beginning of the Project. The Ministry of Steel, Mines and Heavy Engineering, Ministry of Finance and Geological Survey of India are represented on the Board besides the Chief Engineer, Exploratory Tubewells Organisation, the Irrigation Adviser to the Government of India and other representatives of the Ministry of Food and Agriculture. The progress, programme of work and other connected matters of the Organisation are reviewed by the Board periodically and the work is executed by it as approved and directed by the Board. The last review was made by the Board on 24-2-1964. The Board noted that the rate of physical progress had been well maintained.

SHORT NOTICE QUESTION

Theft of Geological Maps

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S.N.Q. 6. **Shri Hari Vishnu Kamath;**
Shri Maheswar Naik;
Shri Vishwa Nath Pandey;
Shri Kachhavaiya;
Shri Gokaran Prasad;

Will the Minister of **Steel, Mines and Heavy Engineering** be pleased to state:

(a) whether it is a fact that a large number of geological maps, aerial photographs, photostat copies and topographical sheets on India-Pakistan and India-Tibet borders have disappeared from the Calcutta Office of the Geological Survey of India;

(b) if so, whether an inquiry has been held in the matter; and

(c) with what result?

The Minister of Steel, Mines and Heavy Engineering (Shri C. Subramaniam): (a) to (c). **No, Sir.** Certain allegations to that effect were investigated by a Committee appointed by the Director, Geological Survey of India in 1959 and the finding was that the allegations were unfounded.

Shri Hari Vishnu Kamath: Has the Minister's attention been drawn to the proceedings of the West Bengal Legislature on the 24th of last month where allegations, charges and statements were made to the effect that thousands of maps and photographs and photostat copies and topograhical sheets have disappeared from the office of the Geological Survey of India in Calcutta, and even in the absence of a contradiction by the Chief Minister, as reported in the papers, is the House to understand that the allegations are unfounded?

Shri C. Subramaniam: The Government of India are responsible for the Geological Survey of India. We have made an enquiry into it, and it is absolutely baseless.

Shri Hem Barua: Who made the enquiry? It was in 1959—

Mr. Speaker: Such things arose, and they made enquiries and it was found to be unfounded.

Shri Hari Vishnu Kamath: May I know whether the Government of India will further probe into this matter in view of the fresh allegations made in the West Bengal Legislature on the 24th February—only a fortnight ago—and ascertain the truth of the statements?

Shri C. Subramaniam: These allegations were made as long ago as 1959. I am sorry the hon. Member has revived that again.

Shri Hari Vishnu Kamath: I am not reviving it, but the West Bengal Council.

Shri C. Subramaniam: I thought that there were some allegations with regard to some recent happenings. There is no such thing. This was the only allegation. It has been gone into fully, and as a matter of fact, these allegations were made by a disgruntled officer who wrote all sorts of petitions. An enquiry has been made against him and he has been dismissed. He has taken out a writ petition and that writ petition is coming up here today in the Punjab Higt Court for hearing.

Shri Hari Vishnu Kamath: He has referred to the happenings in 1959. I refer to the statements made in the West Bengal Legislature on February 24th this year, that is, a fortnight ago. Today is the 10th of March.

Mr. Speaker: In the legislature also, it had come up. What was ascertained, what was denied or not denied—that was also about the old incident and not any recent disappearance.

Shri Hari Vishnu Kamath: He did not make it clear.

Mr. Speaker: Not any recent disappearance of maps. It only related to the old incident. That is what he is answering; I suppose the Minister means that only.

Shri C. Subramaniam: Yes, Sir.

Dr. L. M. Singhvi: May I know whether a complete catalogue of such materials was maintained and, if so, when was the last physical check-up of the complete catalogue made and with what result?

Shri C. Subramaniam: A record is kept, but I do not know how often it is verified. But there is absolutely no basis for the allegation that maps or documents are missing.

श्री कछवाय : हमारे देश में पाकिस्तानी जासूसों की संख्या बढ़ती जा रही है। मैं जानना चाहता हूं कि क्या इस मामले में भी किन्हें जासूसों का हाथ था, क्या इन लोगों का भी इस से कोई सम्बन्ध था, यदि हां तो, इस तरह की चीजों की रोकथाम करने के लिये क्या कार्यवाही की गई है ?

अध्यक्ष महोदय : कोई चीज़ ही नहीं हुई तो सम्बन्ध कैसे हो सकता है।

Shri Hem Barua: From what I understand, the hon. Minister has referred to the incident of 1959. But there are fresh allegations to the effect that maps have been pilfered from this particular office and there are allegations of involvement of the Pakistan Deputy High Commissioner's office in Calcutta in this particular incident. Therefore, we are very much excited and we want to know what is the actual position.

Shri C. Subramaniam: I have not heard of any fresh or recent allegations. If the hon. Member is aware of any facts, he may pass on those facts to me and I shall certainly look into them.

Shri Paliwal: May I know whether, after the enquiry, it was notified for general information that the allegations were baseless?

Shri C. Subramaniam: It was the subject-matter of a question in Parliament in 1960 and the matter was clarified.

Shri Tridib Kumar Chaudhuri: May I know whether the attention of Government has been drawn to a recent incident where a man named Masood had a photographic establishment in the establishment of the Geological Survey of India and he was doing all these things and he had connections with this, and whether the 1959 enquiry related to this allegation or the earlier allegation?

Shri C. Subramaniam: As far as the facts 'I have' are concerned, no fresh allegations recently have been made about the disapnearance of maps or documents. It was only in 1959 and that has been enquired into. Without further facts with regard to anything happening in the Geological Survey recently, no new enquiry can be made.

Shri Joachim Alva: Is there sufficient, tight, security over the maps, or if they do not have tight security measures, have they sought the assistance of the Home Ministry for this purpose?

Shri C. Subramaniam: We have got classifications with regard to security matters and when security matters are involved, security measures are also taken.

Shri Surendranath Dwivedy: The Minister has not yet clarified whether the particular allegation made in the West Bengal Council has been investigated and found to be incorrect.

Shri C. Subramaniam: My understanding is as it has been referred to in the short notice question, the reference in the West Bengal Legislative Council is also with reference to that incident and that has been enquired into, because I have not heard of any fresh allegations with regard to this.

WRITTEN ANSWERS TO QUESTIONS

Agricultural Production Board

***511. Shri Tridib Kumar Chaudhuri:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the Board of Agricultural Production has decided that the Central Government should give financial assistance for intensive cultivation of rice and wheat on the same basis as is given in the case of cotton and oilseeds in 1964-65;

(b) the salient points of this aid programme including the quantum of aid and the manner in which the money given will be spent; and

(c) the names of States to which financial assistance is to be given for intensive rice and wheat cultivation?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes.

(b) 50 per cent financial assistance would be provided by the Centre for additional staff besides the usual subsidies available in the Plan for improved seeds, phosphatic fertilisers, agriculture implements etc.

(c) A statement giving the information required is placed on the Table of the House. [*Placed in Library. See No.* LT-2483/64].

Foodgrains Licensing Order

***512. { Shri Himatsingka:
Shrimati Savitri Nigam:**

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have under consideration the issue of a model foodgrains licensing order; and

(b) if so, the salient features, thereof?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Foodgrains Dealers Licensing Orders are already in force in all the States. With a view to strengthening the control on traders and for the purpose of bringing about more or less uniform conditions of dealer's licence throughout the country, a model draft licensing order was prepared and sent to the State Governments with the suggestion that their existing Order might be revised on the lines of the model draft.

(b) The new features introduced in the latest model draft licensing order are as follows:—

(i) Provision for a security deposit of Rs. 500/- or Rs. 1,000/-, depending on the turnover, which would be forfeited for breach of any licensing provisions or regulatory orders;

(ii) Maintenance of storage at places declared by the licensees;

(iii) Exhibition of prices at the shops and sales to be made only to retailers registered with the wholesaler and in accordance with such directions as a competent authority may issue from time to time;

(iv) Compliance by the licensees of instructions of such marketing authority as may be having jurisdiction in the market or mandi concerned, if it is a regulated market, or such other body as may be recognized by the Government in case of an unregulated market; and

(v) Prohibiting a licensee from charging a price in any locality for any foodgrains higher

than that fixed by the Central Government or the State Government in pursuance of any power conferred by law.

State Financial Corporations

*513. **Shri Subodh Hansda:** Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the State Financial Corporations set up under the State Financial Corporations Act are unable to provide all the finance necessary to assist the road transport industry in any of the States; and

(b) if so, the steps being taken to make it competent to finance this industry?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). The information required is being collected from the State Financial Corporations etc. and will be laid on the Table of the House when it is available.

Price of Rice

*514. **Shri Dinen Bhattacharya:**
Dr. Ranen Sen:
Shri Shree Narayan Das:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the price of rice especially in the rice growing States has gone up even though the new rice is available in the market;

(b) if so, the reasons therefor; and

(c) what was the price of rice in 1961-62 and 1962-63 during this season?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). Prices of rice in the country at present are higher than those prevailing at the corresponding period of 1961-62 and 1962-63 seasons. They did, however start declining since the middle of October, 1963. The all-India index number of wholesale prices of rice has moved down from 133.1 on 19th October, 1963 to 120·9 by the third week of February, 1964. This index number for February, 1963, was 108·5 and for February, 1962, 102·2.

Review of Rural Cooperative Banks

6515. Shrimati Maimoona Sultan: Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether a review of the rural cooperative banks similar to the one recently undertaken in respect of urban cooperative banks has also been made; and

(b) if so, the result thereof?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri Shyam Dhar Misra): (a) No Sir.

(b) Does not arise.

District Cooperative Marketing Societies

*516. **Shri P. Venkatasubbaiah:** Will the Minister of **Community Development and Cooperation** be pleased to state:

(a) whether there is a proposal for giving consignment-cum-credit facilities to the primary societies by the district cooperative marketing societies; and

(b) if so, the present position of the proposal and to what extent facilities will be given to the cultivators for the purchase of seeds and fertilisers?

The Deputy Minister in the Ministry of Community Development and Cooperation (Shri Shyam Dhar Misra): (a) and (b). No such proposal is under consideration of the Central Government. However the

district cooperative marketing societies in some of the states, where these have been organised to give production requisites on consignment account to primary societies. In Andhra Pradesh primary societies do not get this facility at present. However, the State Government is considering a proposal to extend this facility to primary marketing societies and also requiring them to supply fertilisers on credit to growers.

UAR-India Maritime Service

*517. **Shri Maheswar Naik:**
Shri Onkar Lal Berwa:
Shri Kajrolkar:
Shri P. C. Borooah:
Shri P. R. Chakraverti:
Shri Himatsingka:
Shri Koya:

Will the Minister of **Transport** be pleased to state:

(a) whether an agreement was signed in Cairo in early January this year for establishing regular maritime service between the U.A.R. and India; and

(b) if so, the salient features of the agreement?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). A statement is laid on the Table of the House. [*Placed in Library. See* No. LT-2484/64].

Money Order Forms

*518. **Shri P. C. Borooah:**
Shri Maheswar Naik:
Shri Hem Raj:
Shri Vishwa Nath Pandey:
Shri Onkar Lal Berwa:
Shri Yashpal Singh:
Shri R. S. Pandey:

Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether Government have decided to make the money order forms saleable;

(b) if so, the price fixed for the form; and

(c) the period for which the form will be usable after the date of its issue?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) and (b). With effect from 1st March, 1964 inland money order forms are being sold at 3 nP. each. The price so recovered is reimbursed to the sender of a money order at the time of booking by the grant of a corresponding rebate in the commission.

(c) No time limit has been fixed.

Maximum Prices of Foodgrains

*519. **Shri Yashpal Singh:**
Shri P. C. Borooah:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government propose to fix maximum price of foodgrains;

(b) if so, when the decision will be announced; and

(c) the steps being taken to implement this decision?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) to (c). The matter is under the consideration of the Government and no decision has been reached so far.

Conference of Food Ministers

*520. **Shri P. Venkatasubbaiah:**
Shri N. R. Laskar:
Shri Daljit Singh:
Shri P. C. Borooah:
Shri Maheswar Naik:
Shri Vishwa Nath Pandey:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether a Conference of State Food Ministers was held in New Delhi on the 23rd February, 1964;

(b) if so, the decisions taken at this Conference to stabilise the foodgrain prices; and

(c) other subjects discussed at the Conference?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) The general results of the discussions have been indicated in the Sabha by the Minister of Food and Agriculture during the debate on food matters on the 2nd March, 1964. The decisions relating to stabilization of foodgrains prices were as follows:—

(i) To strengthen the control on traders and bring about more or less uniform conditions of dealers licence throughout the country; and

(ii) To strengthen the organizational machinery in the States in order to ensure prompt action in cases of breaches of licensing and control orders.

(c) The other subjects discussed were:

(i) The question of taking over rice mills under State or co-operative control;

(ii) Procurement of rice; and

(iii) Introduction of austerity measures and limiting the number of invitees to feasts, parties and social functions.

Air Services

*521. **Shri Yashpal Singh:** Will the Minister of **Transport** be pleased to state:

(a) the number of air services discontinued by the various air services functioning in the country during 1962-63;

(b) for how long these will remain discontinued;

(c) the reasons therefor; and

(d) when they are likely to be resumed?

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) to (d). I lay a statement on the Table of the House. [*Placed in Library*, See No. LT-2485/64].

डाक तथा तार विभाग में भूतपूर्व सैनिक

१००१. **श्री हेम राज** : क्या **डाक तथा तार** मन्त्री यह बताने की कृपा करेंगे कि :

(क) जो भूतपूर्व सैनिक डाक विभाग में ब्रांच पोस्ट मास्टरों के पदों पर पोस्टल एलाउन्स पर नियुक्त किए जाते हैं, क्या उनको पेंशन में अस्थायी वृद्धि नहीं दी जाती है ;

(ख) क्या यह भी सच है कि शिक्षा विभाग या डाक विभाग के जो भूतपूर्व कर्मचारी इन जगहों पर नियुक्त किये जाते हैं उनको पूरी पेंशन और डाकखाने का पूरा भत्ता मिलता है ; और

(ग) यदि हां, तो इस भेद-भाव के क्या कारण हैं ?

डाक और तार विभाग मंत्रालय में उपमंत्री (श्री भगवती): (क) जिन भूतपूर्व सैनिकों को डाक-भत्ते पर शाखा डाकपालों के पदों पर नियुक्त किया जाता है, उन्हें पेंशन में अस्थायी वृद्धि नहीं दी जाती ।

(ख) जी हां, आम तौर से जहां तक डाक विभाग के पेंशन-भोगियों का सम्बन्ध है । जहां तक शिक्षा विभाग के पेंशन भोगियों का प्रश्न है उन्हें सम्बन्धित राज्यों द्वारा पेंशन दी जाती है और उनके बारे में कोई सूचना उपलब्ध नहीं है ।

(ग) इस मामले पर फिर से विचार किया जा रहा है ।

Postal Divisions

1002. Shri Hem Raj: Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) the number of postal divisions in the country State-wise;

(b) the number of such divisions in which Divisional Postal Committees have been set up and have begun functioning; and

(c) whether any recommendations have been made by such Committees and if so, what are their broad features, State-wise?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) to (c). A statement is laid on the Table of the House. [*Placed in Library, See* No. LT-2486/64].

Levy on Rice in Bastar

1003. { Shri Lakhmu Bhawani: / Shri Wadiwa:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the levy on rice in Bastar has been ordered and if so, the reason therefor;

(b) the reasons or exempting Bastar from levy when levy was fist ordered in Madhya Pradesh;

(c) the reasons for fixing low levy procurement rates in Bastar district as compared to other districts of Madhya Pradesh namely Raipur and Durg; and

(d) the reasons for not accepting railway out-agency in Jagdalpur as Railhead while the same has been accepted railhead in Korapur District of Orissa and procurement rates have been fixed for railhead there?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes Sir. The rice crop in 1962-63 was reported to have been very good in Bastar District and it was also reported that Khadwan paddy, which was mostly produced in Bastar District, was suitable for the production of boiled rice and there was no demand for the boiled rice produced in Bastar District in the States of Maharashtra and Gujarat.

(b) To start with, the Levy Order was made applicable only to six districts of Madhya Pradesh in November, 1960. Last year it was decided to include Bastar District as well as it was reported to be surplus.

(c) In the Rice (Madhya Pradesh) Price Control Order, different rates for rice were fixed for railhead and non-railhead centres. All the centres in Bastar district were non-railhead centres; prices were accordingly fixed for these centres in the same way as for non-railhead centres in other districts.

(d) In Orissa, procurement of rice on behalf of the Centre was made in the past on a voluntary basis. For non-railhead centres in Orissa, therefore, the Government had the option either to procure rice at such centres or not to do so. For procurement in Orissa, therefore, no separate prices for non-railhead centres had been fixed.

In the Rice (Madhya Pradesh) Price Control Order, different rates for rice had been fixed for railhead and non-railhead centres. The Jagdalpur out-agency was non-railhead centre.

आज़मगढ़ में हवाई अड्डा

१००४. श्री विश्राम प्रसाद: क्या परिवहन मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि आज़मगढ़ उत्तर प्रदेश में एक हवाई अड्डा बनाया जा रहा है ;

(ख) यदि हां, तो वह कब तक पूरा हो जायेगा; और

(ग) उस पर कितनी लागत लगेगी ?

परिवहन मंत्रालय में उपमंत्री (श्री मोहिउद्दीन) : (क) जी, नहीं।

(ख) और (ग). सवाल ही नहीं उठता।

Work Load of Rural Housewives

1005. Shri Shree Narayan Das: Will the Minister of **Food and Agriculture** be pleased to refer to the reply given to Unstarred Question No. 1777 on the 17th December, 1963 and state:

(a) whether the details of the scheme to ease the work load of rural housewives have since been worked out;

(b) if so, the important features of the same?

The Minister of Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [*Placed in Library. See No.* LT-2487/64].

Warehouses

1006. Shri Yashpal Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the number of warehouses run by the Central and State Warehousing Corporations and the food storage godowns maintained by the Central Government are insufficient to cope with the requirements; and

(b) if so, the steps Government propose to take in the matter?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) No, Sir.

(b) Does not arise.

Civil Engineers

1007. Shrimati Savitri Nigam: Will the Minister of **Transport** be pleased to state:

(a) whether the shortage of Civil Engineers, Overseers and Draftsmen is hampering the road building programme; and

(b) if so, the steps taken to remove this shortage?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) Yes, Sir, to some extent.

(b) New engineering colleges and polytechnics are being established and the existing technical institutions are being expanded.

Survey of Land

1008. Shri Subodh Hansda:
Shri S. C. Samanta:
Shri M. L. Dwivedi:
Shri A. N. Vidyalankar:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) the names of the States which have completed the survey of land in general and of areas suitable for cultivation;

(b) the provision made in the Third Five Year Plan for the reclamation of waste lands; and

(c) the amount utilised so far and the total acreage of land reclaimed up-to-date?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) to (c). The information is being collected from the State Governments and will be placed on the Table of the Sabha.

Foreign Telegrams

1009. Shri Yashpal Singh: Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) the number of foreign telegrams intended for various Embassies in Delhi misdelivered to persons other than the addressee during 1962 and 1963;

(b) whether complaints regarding misdelivery or tampering with messages intended for Foreign Embassies and External Affairs have been received at the Central Telegraph Office, New Delhi during 1962 and 1963; and

(c) if so, the steps Government propose to take in the matter?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Nil.

(b) There was no complaint of tampering. Only two complaints of misdelivery of inland telegrams were received during 1963.

(c) Delinquents were suitably dealt with.

Burning of Goods Wagon at Naini Station

1010. Shri P. C. Borooah: Will the Minister of **Railways** be pleased to state:

(a) whether a goods wagon caught fire at Naini Station in Allahabad Section on the 4th January, 1964;

(b) if so, the loss of life and property suffered in the accident; and

(c) the circumstances in which the fire occurred?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) Yes, but on 3-1-1964.

(b) One Porter succumbed to death. The value of railway property and public property involved in the case is estimated at Rs. 230 and Rs. 700 respectively.

(c) The Officers' Enquiry Report is under examination by the Railway Administration.

Linking of Tripura with Silchar

1011. { Shri P. C. Borooah: / Shri N. R. Laskar:

Will the Minister of **Railways** be pleased to state:

(a) the progress made so far in connecting Tripura with Silchar via Badarpur and Karimganj; and

(b) when it is likely to be completed?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) and (b). Construction of the Kalkalighat-Dharmanagar line (31·34 K.M.), which connects Tripura with Silchar *via* Karimganj and Badarpur, has been almost completed and the line is expected to be opened for goods traffic by the middle of March, 1964.

Bonus for Air India Staff

1012. Shri Indrajit Gupta: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the staff of Air India are going to be paid a profit-sharing bonus for the first time for 1962-63;

(b) if so, the particulars of the payment sanctioned; and

(c) whether staff of the Indian Airlines Corporation have also demanded a similar benefit?

The Deputy Minister in the Ministry of Transport (Shri Ahmed Mohiuddin): (a) and (b). The demand of the Air Corporations Employees' Union for the payment of bonus to the employees of Air India for the year 1962-63 was referred to the Conciliation Officer of the Maharashtra Government who has reported failure of the conciliation proceedings. However the matter is under further consideration.

(c) No, Sir.

मनीआर्डरों के बटने में देरी

१०१३. श्री विश्राम प्रसाद : क्या डाक तथा तार मन्त्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि जिला आजमगढ़ (उ० प्र०) के देहात के डाकघरों में मनीआर्डरों के बटने में बड़ी देर होती

है जिससे जनता को समय पर रुपया नहीं मिलता; और

(ख) यदि हां, तो इसके क्या कारण हैं और लोगों की इस कठिनाई को दूर करने के लिये सरकार क्या कदम उठा रही है ?

डाक और तार विभाग में उपमंत्री (श्री भगवती) : (क) जी नहीं, इस समय नहीं।

(ख) कुछ समय पहले पर्याप्त रकम की सप्लाई न होने के कारण देरी की कुछ शिकायतें थीं, किन्तु अब वह दूर कर दी गई हैं।

Jagadhri Railway Station

1014. Shri D. D. Puri: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the existing railway station at Jagadhri on the Northern Railway is being shifted to a new site;

(b) if so, whether the new site has been selected; and

(c) when the new railway station is likely to be ready?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) No Sir.

(b) and (c). Do not arise.

Demurrage on Coal

1015. Shri Maheswar Naik:
Shri S. C. Samanta:
Shri Mohan Swarup:
Shri Onkar Lal Berwa:
Shri Prakash Vir Shastri:
Shri Kachhavaiya:
Shri Rameshwaranand:

Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Northern Railway has waived the demurrage charges amounting to several thousand rupees on the coal imported by the Delhi State Central Cooperative Store which had been lying at the Ajmeri Gate siding for several weeks owing to the dispute between the Store and the Directorate of Supplies, Delhi Administration; and

(b) if so, on what consideration?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Wharfage charges amounting to Rs. 8,770|- were foregone.

(b) A note detailing the circumstances under which the wharfage charges were foregone is as under:

Note

31 Wagons of hard coke consigned to Delhi State Central Co-operative Stores, Delhi were placed at New Delhi Mineral Siding for unloading on 25th and 26th December, 1963. These wagons were unloaded by the consignee at different timings. The demurrage charges amounting to Rs. 124·30 nP. accrued were recovered in full.

As, however, there was dispute about the quality of coke, the Director of Civil Supplies did not allow removal of the consignments till examination by a representative of the Coal Controller. In the meantime, the Civil Supply Authorities requested the Coal Controller, Calcutta to send a technical hand for inspection of hard coke to decide its grade. Inspection could not be held earlier than 11-1-1964 despite best efforts.

On 13th Jan. 1964, the Delhi State Co-operative Stores Limited represented to the Divisional Superintendant, Delhi that coal should be delivered to them free of wharfage charges which had accrued without any fault on their part. This request was also supported by the Director of Civil Supplies pointing out that the accrual of wharfage was beyond the control of the Co-operative Stores and they were not to be blamed in any manner. The chemical analysis revealed that the hard coke was not of grade I.

Having regard to the reasonableness of the request, delivery of 31 wagons

of hard coke was allowed free of wharfage charges.

Survey of Soils

1016. Shri Hem Raj: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any organisation exists for the survey of the different soils of the Himalayan region extending from NEFA to Ladakh; and

(b) if not, whether Government propose to set up one such organisation and where its Centres will be located?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) An All India Soil and Land Use Survey Organisation of the Government of India exists for undertaking soil survey mainly in the watersheds of major river vally projects which fall in the Himalayan region as well. Besides, the Governments of Punjab and Uttar Pradesh and the Himachal Pradesh Administration have also set up Soil Survey Organisations for their regions.

(b) Does not arise.

Telephone Exchanges in Punjab

1017. Shri Daljit Singh: Will the Minister of **Posts and Telegraphs** be pleased to state:

(a) whether it is proposed to convert any of the existing telephone exchanges in Punjab into automatic exchanges;

(b) whether it is also proposed to automatise Nangal exchange; and

(c) if so, the number of new telephone connections proposed to be sanctioned with their exchanges during the next two years?

The Deputy Minister in the Department of Posts and Telegraphs (Shri Bhagavati): (a) Yes. The following exchanges are proposed to be converted:—

1. Chandigarh.
2. Patiala.
3. Ambala Cantt.
4. Ludhiana.
5. Ambala City.

(b) No.

(c) Although none of the existing exchanges is likely to be automatised during the next 2 years, the number of connections that are likely to be sanctioned in the next two years are as follows:—

Chandigarh	500
Patiala	100
Ambala Cantt.	100
Ambala City	50
Ludhiana	350

दिल्ली में सड़क दुर्घटनायें

१०१८. श्री मोहन स्वरूप : क्या **परिवहन** मन्त्री यह बताने की कृपा करेंगे कि :

(क) १९६३ में दिल्ली में कितनी सड़क दुर्घटनायें हुईं ;

(ख) इन दुर्घटनाओं में कितने व्यक्ति मरे ;

(ग) क्या पिछले वर्षों की तुलना में इस वर्ष दुर्घटनाओं की सख्या में वृद्धि हुई है; और

(ग) यदि हां, तो इस स्थिति में सुधार हेतु सरकार क्या कार्यवाही करने का विचार कर रही है ?

परिवहन मंत्रालय में नौवहन उपमंत्री (श्री राज बहादुर) : (क) ७१९९।

(ख) २५४।

(ग) १९६३ में सड़क दुर्घटनाओं की संख्यायें १९६२ में हुई सड़क दुर्घटनाओं की अपेक्षा कम थीं।

(घ) सड़क दुर्घटनाओं को नियन्त्रण में रखने के लिये दिल्ली प्रशासन द्वारा निम्न उपायों को काम में लाया जा रहा है :—

(१) यातायात नियमों और विनियमों को, विशेषकर निर्धारित रफ्तार

को अतिलंघन करने के सम्बन्ध में, सख्ती से लागू किया जा रहा है।

(२) खतरनाक चौराहों पर सड़क-निशानों और चेतावनी सूचक संकेतों की व्यवस्था कर दी गई है।

(३) सामान्य जनता को सड़क पर चलते समय क्या क्या सावधानियां बरतनी चाहियें, यह समझाने के लिये सुरक्षा सप्ताहों का संगठन किया गया है। इस प्रयोजन के लिए एक विशेष यातायात अभियान का भी संगठन किया गया है। सड़क इस्तेमाल करने वालों को शिक्षित करने के लिए इस्तहार भी तैयार कर बराबर बांटे गये हैं।

(४) दिल्ली के कई सिनेमा घरों में सड़क सुरक्षा के बारे में सिनेमा स्लाइडें दिखाई जा रही है।

(५) स्कूल के बालकों को शिक्षित करने के लिए एक सब-इंसपेक्टर विशेष तौर से तैनात किया गया है। बहुत से स्कूलों में यातायात समस्या समस्या पर फिल्में भी दिखाई गई थीं।

(६) भारी-परिवहन गाड़ियों के ड्राइवरों को (इन में डी० टी० यू० के बस ड्राइवर भी शामिल हैं) यातायात नियमों का शिक्षण दिया जाता है।

(७) यातायात जनित भीड़ को कम करने के लिए कुछ चौराहों को चौड़ा करते और लेवल क्रासिंग पर ऊपरी पुलों को निर्माण करने पर विचार किया जा रहा है।

(८) मास्टर-प्लान के अन्तर्गत दिल्ली नगर और उसके उप-क्षेत्रों के विकास की योजना इस तरह से बनाई गई है कि तेजी से बढ़ती हुई जनसंख्या तथा अन्य तथ्य भविष्य में यातायात के लिये खतरा पैदा नहीं करेंगे।

Warehouses

1019. Shri Umanath: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether the attention of Government has been drawn to an official Resolution passed by the Madras Assembly on the 23rd January, 1964 suggesting the legislation by Parliament to enable warehouses established under the Central Warehousing Corporation Act to store commodities other than those mentioned in the Act;

(b) whether it is a fact that several other States have impressed upon the Centre similar needs;

(c) if so, the names of those States, and the views expressed; and

(d) the reaction of the Central Government thereto?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) to (d). The resolutions have been or are being passed at our instance. These are necessary to enable Parliament to pass a law empowering the Warehousing Corporations to store commodities other than those in respect of which Parliament is authorised to make laws under Entry 33 of List III in the Seventh Schedule to the Constitution. Since a persistent demand for inclusion of such commodities *e.g.* tobacco, lac, wool etc. has been made it was felt that we should extend the scope of functioning of these Corporations. After the States legislatures have passed these

resolutions, Government will introduce a bill in Parliament for the purpose.

Soil Erosion

1020. Shri D. J. Naik: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that a team of British research workers has developed a process to prevent soil erosion by spraying it with a film of rubber; and

(b) if so, whether Government propose carrying out experiments on above lines in scanty rainfall areas of India?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Government of India have no information except what has been reported in the "Times of India" (Delhi edition) dated the 4th January, 1964. The Government have called for literature and the same is awaited.

(b) At present there is no proposal under consideration of the Government.

Panchayati Raj Research Project

1021. Shri P. R. Chakraverti: Will the Minister of **Community Development and Co-operation** be pleased to state:

(a) whether Government have examined the note prepared by the Panchayati Raj Research Project of the Rajasthan University's Department of Economics and Public Administration;

(b) the steps taken to set right the irregularities spotlighted by the report and reorientate the programme and process of decentralisation;

(c) whether the suggestions made by the Department for doing away with the deficiencies of the Panchayati Raj made manifest in its working for the last few years, have been found acceptable; and

(d) if so, whether Government propose to introduce necessary changes in the immediate future?

The Deputy Minister in the Ministry of Community Development and Co-operation (Shri B. S. Murthy): (a) Yes, Sir.

(b) to (d). The report is based on a research study undertaken in one district of Rajasthan. The report has indicated certain trends in Panchayati Raj in Rajasthan and also made some recommendations. Many of these recommendations are in line with those made earlier by the Study Teams on Nyaya Panchayats, Gram Sabha, Budgeting and Accounting Procedure and Panchayati Raj resources which were set up by the Government of India.

In Rajasthan a study team on Panchayati Raj, consisting of Members of Parliament and the State Legislature, representatives of the Panchayati Raj institutions and some officials, set up by the State Government is now engaged in a comprehensive study of the various aspects of P. R. in the State. This study team will be taking into consideration the indications and the recommendations of the research study, while finalising its own recommendations.

Overbridge in Dhanbad

1022. Shri P. R. Chakraverti: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that in 1962 it was decided to construct an overbridge on the manned railway level crossing facing the entrance to the district towns of Dhanbad, Bihar, within a short distance of the Railway Station;

(b) whether a serious accident occurred early in 1962 at this level crossing resulting in large number of casualities including several deaths thereby creating public panic and concern; and

(c) how far the scheme of an overbridge has materialised and the amount of money sanctioned?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) No. The proposal for a road overbridge has been under consideration of the State Government, Bihar from 1961.

(b) An accident as a result of which 19 persons were killed and 27 injured occurred on 23rd April, 1962.

(c) After a joint meeting between the Bihar State Government Engineers and the Engineers of the Railway, a detailed plan for the bridge has been drawn up and sent to the State Government on 5th February, 1964, for their approval, which is awaited. The work has been included in the Railway's Works Programme and will be taken up by the Railway as soon as the State Government approve of the plan and allocate funds for their share of the cost.

खण्डीय और क्षेत्रीय समितियां

१०२३. श्री विभूति मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) सरकार किन सिद्धान्तों के आधार पर खण्डीय तथा क्षेत्रीय समितियों का निर्माण करती है ; और

(ख) क्या यह सच है कि इन समितियों का निर्माण करते समय सरकार लोक-सभा और राज्य सभा के प्रतिनिधियों के प्रतिनिधित्व का भी ध्यान रखती है ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) और (ख). एक बयान सभा पटल पर रखा गया है [पुस्तकालय में रखा गया। देखिये संख्या एल० टी०—२४८८/६४]

उत्तर बिहार में बड़ी लाइनें

१०३४. श्री विभूति मिश्र : क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मोकामा पुल (राजेन्द्र पुल) को बनाने के बाद सरकार उत्तर बिहार में बड़ी लाइनें बनाने की बात सोच रही है ; और

(ख) यदि हां, तो किन-किन जिलों में बड़ी लाइनें बनाने का विचार है और कब तक ;

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) जी नहीं ।

(ख) सवाल नहीं उठता ।

Alexandra Docks, Bombay

1025. Shri Ram Harkh Yadav: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the movement of all ships to Bombay Alexandra Docks came to a standstill on the 11th February, 1964 due to gate crash there;

(b) if so, the cause of the mishap; and

(c) the extent of dislocation of business and inconvenience to the passengers?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) to (c). In connection with the repairs to be carried out to the Outer Lock Gates of the Alexandra Dock, Bombay, the West leaf of the Outer Lock Gate was lifted and fastened to a Floating Crane on the morning of the 11th February, 1964, for towage to the Hughes Dry Dock. Two tugs and a berthing Master were in attendance. At 9.15 a.m., as the Gate passed the Inner Lock Gates, the turn buckles (bottle screws) connected to the wire slings, broke and the Gate, at first sandwiched between

the Dock water, the Floating Crane and the Dock Wall, sank. The Crane structure received jerks due to this impact. After the accident, the Floating Crane was towed clear of the gate.

There was no casualty except that a member of the Dry Dock staff, who fell into the water, received a slight injury. No damage was caused either to the Floating Crane or to the Gate.

2. The sunken gate was retrieved from the water at about 7.00 p.m. on the following day i.e. the 12th February 1964, and was towed into the Hughes Dry Dock. The salvage operations lasted upto the evening of the 12th February, 1964 and the sailings of six ships due to sail out on 11th February 1964, were delayed. Four of these sailed out on the night of the 12th February, 1964 and the fifth on the morning of the 13th. The agents of the sixth cancelled her sailing and took a further load of 700 tons of general cargo. The ship sailed out on the 14th February, 1964.

Three vessels due to take berths on the evening of the 12th February, 1964 could not do so on that day but were berthed on the following day. The dislocation of business has been very little and there was no inconvenience to passengers.

New Terminal at Kennedy International Airport

1026. Shri D. D. Mantri: Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that the Chairman of the Air-India International went to U.S.A. in connection with the opening of the new terminal at the Kennedy International Airport;

(b) whether it is also a fact while on Government duty, the Chairman has made statements against the policy of the Government of India and Public Sector Industries; and

(c) if so, the reaction of Government thereto?

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The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): (a) No, Sir, Shri J. R. D. Tata went to U.S.A. in connection with the business of his firm. The Management of Air-India taking advantage of the Chairman's visit to the United States had requested him to participate in the opening of the new Air-India Terminal at the Kennedy International Airport to which he agreed. The Terminal was opened by Mr. Adlai Stevenson, U.S. Ambassador to the United Nations, on 5th February, 1964.

(b) No statement against the policy of the Govt. of India and Public Sector Industries was made by Shri J. R. D. Tata.

(c) Does not arise.

Foreign Tourists

1027. Shri Inder J. Malhotra:
Shri Yashpal Singh:
Shri Sidheshwar Prasad:

Will the Minister of **Transport** be pleased to state:

(a) the number of foreign tourists who visited India during 1963; and

(b) the total amount of foreign exchange earned thereby?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) A total of 1,40,821 foreign tourists (excluding Pakistan Nationals) visited India during 1963.

(b) The amount of foreign exchange earned is not yet available. It is assessed by the Reserve Bank of India who generally make the estimate available by about the middle of the following year.

Incidence of Pests and Diseases

1028. Shri P. Venkatasubbaiah:
Shri Imbichibava:
Shri A. K. Gopalan:
Shri P. Kunhan:

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the

incidence of diseases and pests is higher in fertilised fields than in those without it; and

(b) if so, the nature of study made in this connection and the preventive steps being contemplated?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes, Sir.

(b) The studies which have been carried out revealed that the use of fertilisers promotes more luxuriant growth of green parts of plants, which naturally provide more succulent food to insects and greater surface for infection by fungus, bacteria and virus diseases.

Considering, however, the impact of fertilisers in the increased yield percentage of production, intensive plant protection measures are taken simultaneously alongwith the liberal use of fertiliser to nullify the harmful efforts thereof.

Agricultural Development Schemes in Southern States

1029. Shri P. Venkatasubbaiah: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any Conference of Southern States was recently held at Ernakulam to discuss agricultural development programmes; and

(b) if so, the subjects discussed and the main recommendations made?

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): (a) Yes. The Conference was held at Ernakulam on the 2nd and 3rd February, 1964.

(b) The subjects discussed and the suggestions and recommendations made in the Conference are as follows:—

(i) Administrative arrangements at the State, district, block and village levels for ensuring expeditious implementation of agricultural production programmes.

The State Governments in the Southern Region should entrust a senior officer with the powers and duties to look after the coordination of the Departments concerned with agriculture and allied subjects in the State and also make suitable arrangements for coordination at district, block and village levels with such modifications as are considered necessary according to local conditions.

(ii) Implementation of intensive cultivation programmes particularly for rice, millets and pulses, cotton and oilseeds.

For implementation of intensive cultivation programmes for rice, millets and pluses, cotton and oilseeds, it has been emphasised that special attention should be given to the problems of location of areas and also the types of organisation needed. The desirability of making immediate supply arrangements to provide adequate credit, fertilisers, improved seeds, pesticides, etc. for integrated development of agriculture particularly in the intensive cultivation areas was agreed to. It was also considered that agricultural requirements should receive high priority in the allocation of cement, iron and steel etc.

(iii) Adequate provision of credit for agricultural development, particularly in the intensive cultivation districts.

While agreeing that the Reserve Bank of India would take a liberal view in the matter of provision of funds for agriculture, particularly in the areas selected for intensive cultivation of crops, it was emphasised that greater efforts should be made for revitalising and reorganising the cooperative structure in the States especially Central Cooperative Banks and Primary Cooperative Societies.

(iv) Utilisation of irrigation potential.

The position was generally satisfactory in regard to utilisation of irrigation potential in the region except in Mysore. The need for provision of requisite funds, enactment and enforcement of proper legislation and pinpointing the responsibility for the various phases involved in using irrigation potential was emphasised.

(v) Electricity rates for agriculture.

It was noted that the electricity rates for agriculture in the States in the region were generally quite reasonable.

Hindi Training

1030. { **Shrimati Savitri Nigam:** / **Shri M. L. Dwivedi:**

Will the Minister of **Railways** be pleased to state:

(a) the number of staff (Clerks, typists, Hindi Inspectors, Peons, separately) working in the Hindi Training Section on Eastern Railway;

(b) the strength of such staff employed on other railways; and

(c) the nature of duties allotted to the Hindi Supervisors by the Railway Board?

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): (a) The strength of staff in the Hindi Training Section at the Headquarters office of the Eastern Railway is as follows:—

Category	No. of staff
Hindi Supervisor	2
Hindi Teacher	8
Peon	1
TOTAL	11

(b) The strength of such staff on other Railways is indicated in the statement laid on the Table of the House. [*Placed in Library. See* No. LT-2489/64].

(c) The duties allotted to the Hindi Supervisors by the Railway Board are as follows:—

(1) Organisation and supervision of Hindi classes and conducting Hindi examinations on the Railway.

(2) Hindi Supervisors are also required to check up:—

(i) whether Hindi letters received in Railway offices are being replied to in Hindi;

(ii) whether circular letters relating to staff matters are being issued in Hindi also;

(iii) whether scripts used on sign-boards and notices displayed at Railway premises and in carriages are in accordance with the existing orders;

(iv) whether Hindi sign-boards and notices displayed in Railway premises and in carriages are in accordance with the standardised Hindi equivalents; and

(v) whether Hindi is being used in noting on files in selected sections in Railway offices located in Hindi-speaking areas where bulk of staff has a working knowledge of Hindi.

Merchant Fleet

1031. Shri R. S. Pandey: Will the Minister of **Transport** be pleased to state:

(a) whether Government are introducing a 10 year "Earn and Repay" plan to build up our merchant fleet; and

(b) if so, the details thereof?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) and (b). There is no such scheme as is mentioned in the question. Due to our foreign exchange difficulties, we have been trying to acquire ships on deferred payment basis and we try to keep the period of re-payment as long as possible. In some cases, the period of repayment has been 6 years, 7 years and 8 years and recently we have got some offers for repayment to be spread over 10 years, and efforts are being made to utilise this offer to the extent possible. This does not, however, mean that here is any standard scheme going to be laid down prescribing the period of re-payment to be 10 years. In fact, it will always be our endeavour to obtain the most suitable deferred payment terms. Thus, the period of repayment and other terms will vary from case to case.

Deputation of Railway Officers

1032. { Shri Kashi Ram Gupta: Shri Bade:

Will the Minister of **Railways** be pleased to state whether it is a fact that many officers who are on deputation from the Railways to other Government Departments, State undertakings and other statutory bodies continuously for the past 15 years are getting all the facilities from the Railways?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): 1. The services of officers from Railways are lent to other Government Departments and State undertakings generally for a period not exceeding three years.

2. There has been no case where a Railway officer remained on deputation or is still on deputation for 15 years or more.

3. The officers on deputation are governed by the rules and regulations of the borrowing departments except for dearness allowance which is regulated depending upon the fact whether the officer continues to draw pay in the Railway scale of pay or pay in the scale of pay on deputation post, and for transfer travelling allowance to take up the post to be held on deputation and for reverting to the railways on completion of deputation, which is regulated under Railway Rules. The only other facility which the Railways extend to their officers on deputation is that of privilege passes and privilege ticket orders.

4. The privilege of passes and privilege ticket orders for the officers on deputation is being regulated in the following manner:—

(i) Where the deputation is to a post which must of necessity be filled by a railwayman, the officer continues to enjoy the same facilities in regard to Passes and Privilege ticket orders and on the same conditions as though he had not proceeded on deputation.

(ii) Except in circumstances mentioned in item (v) below; for posts which are not required to be filled necessarily by railwaymen, the number of passes to which the Railway servant on deputation would be eligible during the first three years of deputation would be the restricted number of passes admissible to them on retirement as if they had completed 20 years of service before proceeding on deputation.

(iii) Where it is decided that the deputationist would continue on deputation even after three years, he would be eligible for the passes thereafter only to that extent as if on the date of completing the first three years of deputation he had retired from the Railway service.

(iv) Where it is decided to transfer an officer placed on deputation initially, permanently to the borrowing department or or-

ganisation the officer will be granted only post retirement passes admissible if he had retired on the date of permanent transfer.

(v) Officers who are placed on deputation under the "Exchange System" to "the Central Administrative Pool" are however, granted the benefit of passes on the terms and conditions indicated in item (ii) above even after the first three years of deputation.

Wheat for U.P.

1033. { **Shri Vishwa Nath Pandey:** / **Shri Ram Harkh Yadav:**

Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that the Government of Uttar Pradesh have requested the Union Government to provide more wheat for the State; and

(b) if so, the reaction of the Union Government thereto?

The Minister of State in the Ministry of Food and Agriculture (Shri A. M. Thomas): (a) Yes, Sir.

(b) The demands of the Uttar Pradesh Government are being met.

बस-रेल टक्कर

१०३४. **श्री ओंकार लाल बेरवा** : क्या **रेलवे** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि १७ फरवरी, १९६४ को भीलवाड़ा और चित्तौड़गढ़ के बीच भीलवाड़ा से जयपुर जाने वाली एक यात्री बस और मालगाड़ी की टक्कर हो गई;

(ख) यदि हां, तो उसमें कितने व्यक्ति मरे या घायल हुए ; और

(ग) इस दुर्घटना के क्या कारण हैं ?

रेलवे मंत्रालय में उपमंत्री (श्री सें० वें० रामस्वामी) : (क) जी नहीं । लेकिन १२-२-१९६४ को उदयपुर से भीलवाड़ा जाती हुई एक यात्री बस पश्चिम रेलवे के चंदेरिया और गंगरार स्टेशनों के बीच बिना चौकीदार वाले समपार पर एक मालगाड़ी के इंजन से टकरा गयी ।

(ख) इस दुर्घटना में किसी की मृत्यु नहीं हुई, लेकिन १६ व्यक्तियों को चोटें आईं ।

(ग) टक्कर का कारण यह था कि बस का ड्राइवर समपार के फाटक को उस समय पार करने लगा जब गाड़ी फाटक के पास पहुंच रही थी ।

नेपाल को चीनी का निर्यात

१०३५. { **श्री ओंकार लाल बेरवा** : / **श्री विश्व नाथ पाण्डेय** :

क्या **खाद्य तथा कृषि** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि इस साल भारत नेपाल को एक लाख मन चीनी देगा ;

(ख) यदि हां, तो कब तक ; और

(ग) क्या भारत के पास अपनी जरूरत से अधिक चीनी है ?

खाद्य तथा कृषि मंत्रालय में राज्य मंत्री (श्री अ० म० थामस) : (क) जी हां ।

(ख) चार त्रैमासिक किस्तों में, जो मार्च, १९६४ से प्रारम्भ होंगी ।

(ग) साधारणतः, भारत और नेपाल के बीच मुक्त व्यापार होता है लेकिन इस वक्त देश में शर्करा के वितरण पर नियंत्रण लागू होने के कारण, नेपाल को शर्करा का निर्यात सीमित करना आवश्यक हो गया ।

Indian Ship in Distress in Western Japan

1036. { **Shri P. C. Borooah:**
Shri Vishwa Nath Pandey:

Will the Minister of **Transport** be pleased to state:

(a) whether an Indian Ship was reported by the Japanese Maritime Board to be in distress in the inland Sea in Western Japan on the 24th February, 1964;

(b) if so, the cause of the distress; and

(c) how it was rescued?

The Minister of Shipping in the Ministry of Transport (Shri Raj Bahadur): (a) Yes. Sir, the m.v. 'Bharat Jayanti' belonging to M/s Jayanti Shipping Co. Ltd., Bombay, while proceeding from Wakiama to Kakura with a Japanese Pilot on board ran aground at about 1830 hours on the 24th February, 1964.

(b) Poor visibility on account of heavy fog and snow.

(c) The vessel was refloated with the assistance of a Japanese Salvage Tug on the 28th February, 1964.

Rail-Road Bridge at Rajahmundry

1037. Shrimati Vimala Devi: Will the Minister of **Railways** be pleased to state:

(a) whether Government of Andhra Pradesh and the Central Government have come to any final decision on the provision of a rail-road bridge at Rajahmundry with eighteen feet deck to provide for a two-way motor traffic; and

(b) if not, the reasons for the delay?

The Deputy Minister in the Ministry of Railways (Shri S. V. Ramaswamy): (a) Important aspects of the matter pertaining to the adequacy or otherwise of the proposals regarding the road deck and the consequential financial and technical effects are in the final stages of consultation with the Ministry of Transport and the State Government of Andhra Pradesh.

(b) There has been no avoidable delay. In fact, it was to avoid delay that a high level meeting was convened by the Ministry of Railways on 19th January, 1964, with the representatives of the State Government and the Ministry of Transport, to clarify the various implications. The final examination of these is being completed expeditiously.

12.05 hrs.

RE. ALLEGED BREACH OF PRIVILEGE

Mr. Speaker: I had received a notice of breach of privilege motions yesterday from Dr. Lohia and Mr. Kishen Pattnayak. It related to the statement of the Minister of State for Finance, Mr. Bhagat, when he was replying to the allegations that had been made by Dr. Lohia with regard to the appointment of one Mr. Mehta to the Union Public Service Commission. The notice yesterday was based on the plea that the statement of Mr. Bhagat was not complete and was incorrect. I had disallowed that notice yesterday. Mr. Kishen Pattnayak stood up yesterday to raise it in the House. I asked him to see me in my office if he had any grievance. He met me and Dr. Lohia also met me. Both of them did meet me yesterday and they asserted that according to their own understanding and what they thought was correct, there was a breach of privilege.

I had considered this matter and argued with them also. I am definitely of the opinion that if any statement is made by any Member or Minister which another Member believes to be untrue, incomplete or incorrect, then there is no breach of privilege. This view has been held

by my predecessors as well as by myself. There are other remedies by which it can be raised and the one that we have been adopting newly here is that if a Member feels aggrieved or feels that a statement made by another Member or Minister is not correct, be it during a discussion or during a *suo motu* announcement by a Minister then he can write to me giving the portions that he believes to be incorrect or any suppressions or untruths that are contained in it. Then, I ask the Member or Minister who is accused of making that incomplete or incorrect statement and get his statement also. I can allow them to make their statements on the floor of the House. If the dispute is not resolved, then the only remedy left is that they should be on the record or placed on the Table of the House for the Members or for the public to judge who is right or who is not right. We cannot enter into any enquiry or investigation here. We cannot take it up, appoint any committee or get any documents or other things. Therefore, I am sorry I cannot agree with the plea of Dr. Lohia and Shri Kishen Pattnayak so far as that is concerned, and I cannot give my consent to it.

श्री किशन पटनायक (सम्बलपुर) : आप ने "इनकरेक्ट" शब्द का इस्तेमाल किया, लेकिन मेरा आरोप था कि जान बूझ कर कुछ बातों को छिपाया जा रहा है ।

अध्यक्ष महोदय : मैं ने दोनों बातें कही हैं ।

श्री किशन पटनायक : जैसे बिहार असेम्बली में चर्चा . . . .

अध्यक्ष महोदय : मैं माननीय सदस्य को बतलाना चाहता हूं कि मैं ने दोनों बातें कही हैं, **इनकम्प्लीट** भी और **इनकरेक्ट** भी । सब बातें कहीं हैं ।

श्री राम सेवक यादव (बाराबंकी) : बातों को जान बूझ कर छिपाया जा रहा है ।

अध्यक्ष महोदय : मैं ने सप्रेस शब्द भी कहा है । हर हालत में यह ब्रीच आफ प्रिवीलेज का सवाल नहीं है ।

12.10 hrs.

RE: ARREST OF MEMBER

Mr. Speaker: Let us proceed now—Papers to be laid on the Table.

Shri H. N. Mukerjee (Calcutta Central): May I, Sir, interrupt the proceedings for a minute?

Mr. Speaker: He has not informed me of his intention to raise anything.

Shri H. N. Mukerjee: We have seen in the papers the report of the arrest of Shri A. K. Gopalan, the leader of our group in this House. We have seen also reports that he has been on hunger-strike for some reason. At the time when he was on fast he was arrested. You have not got, obviously, any intimation.

Mr. Speaker: I have got three telegrams.

Shri H. N. Mukerjee: I thought you would place them here before other matters.

Mr. Speaker: I am doing that after some time. I have got three telegrams, not one.

12.11 hrs.

PAPERS LAID ON THE TABLE

AUDIT REPORT DEFENCE SERVICES, APPROPRIATION ACCOUNTS OF THE DEFENCE SERVICES AND THE ANNUAL REPORT ON THE WORKING OF INDUSTRIAL AND COMMERCIAL UNDERTAKINGS OF THE CENTRAL GOVT.

The Minister of Finance (Shri T. T. Krishnamachari): Sir, I beg to lay

[Shri T. T. Krishnamachari]

on the Table a copy each of the following papers:—

(i) (a) Audit Report Defence Services, 1964, under article 151 (1) of the Constitution. [*Placed in Library. See* No. LT-2478/64].

(b) Appropriation Accounts of the Defence Services for the year 1962-63 and Commercial Appendix thereto. [Placed in Library, *See* No. LT-2479/64].

(ii) Annual Report on the working of Industrial and Commercial undertakings of the Central Government for the year 1962-63. [*Placed in Library, See* No. LT-2480/64].

12.12 hrs.

CORRECTION OF ANSWER TO STARRED QUESTION NO. 496

The Minister without Portfolio (Shri Lal Bahadur Shastri): Sir, in answer to a supplementary question in the House yesterday I stated that I did not know if a wish had been expressed by Dalai Lama to go abroad. The correct position regarding this matter is that on the 5th March Shri Gyalo Thondup, brother of Dalai Lama met the Foreign Secretary and indicated that Dalai Lama contemplated a visit to some neighbouring Buddhist and other countries in Asia. The Foreign Secretary told Shri Gyalo Thondup that the Government of India would have no objection if Dalai Lama visited some of these countries.

Shri Hari Vishnu Kamath (Hoshangabad): We could not catch the tail piece of the statement.

Shri Lal Bahadur Shastri: The Foreign Secretary told Shri Gyalo Thondup that the Government of India would have no objection if the Dalai Lama visited some of these countries.

Shri Hari Vishnu Kamath: Sir, I rise on a point of clarification. The hon. Minister, if I heard him aright, said "some of these countries". He did not say what countries he wanted to visit or what countries the Government have in mind which he would be permitted to visit and which not.

Shri Lal Bahadur Shastri: It was a general talk. If the brother or anyone else on his behalf comes up and discusses about these matters we will have to go into the details further.

Shri Hari Vishnu Kamath: He cannot name the countries off-hand now, which of them he can visit and which he cannot?

Mr. Speaker: That is what he means.

Shri Hari Vishnu Kamath: It is all right.

Shri Harish Chandra Mathur (Jalore): May I know whether his brother indicated a regular programme of Dalai Lama or it was just a formal talk? I want to know whether he had come here with a definite purpose because Dalai Lama had chalked out a programme to go out and impress upon other countries the treatment meted out to them and to propagate his cause?

Shri Lal Bahadur Shastri: There was no specific programme with which he had come. He had said that he wanted to visit some Buddhist countries. In fact, his idea was first to visit some of the Buddhist countries. He mentioned some other countries also round about. Details will have to be discussed if they are keen about it.

डा० राम मनोहर लोहिया (फर्रुखाबाद): क्या माननीय मंत्री जो दलाई लामा को बतलायेंगे कि हिन्दुस्तान कमजोर हो रहा है इसलिये वे और किसी जमीन पर जा कर तिब्बत की आजादी के लिये अपना काम करें ?

अध्यक्ष महोदय : इस के लिये क्या कहा जा सकता है ?

डा० राम मनोहर लोहिया : यह मैंने सवाल पूछा है ।

अध्यक्ष महोदय : यह सवाल नहीं है, यह तो एक सजैशन है जो कि आप ने मंत्री को दिया ।

डा० राम मनोहर लोहिया: 'हां' या 'न' कुछ जवाब तो वे दे सकते हैं ।

अध्यक्ष महोदय : इस का जवाब नहीं हो सकता ।

डा० राम मनोहर लोहिया : इस संबंध में सरकार कुछ सोच रही है या नहीं ?

श्री रामेश्वरानन्द (करनाल) : अध्यक्ष महोदय

अध्यक्ष महोदय : आप बैठ जायें ।

श्री रामेश्वरानन्द : मैं बैठ जाता हूं, लेकिन मेरी प्रार्थना है कि माननीय सदस्य यह जानना चाहते हैं कि चंकि देश कमजोर हो रहा है . . . .

अध्यक्ष महोदय : देश कमजोर हो जाये तो हम सब कमजोर हो जाते हैं, लेकिन यहां तो ताकत ज्यादा नजर आती है ।

डा० राम मनोहर लोहिया : अगर आप चाहेंगे कि मंत्री महोदय के खिलाफ कुछ ताकत हो तो अच्छा ही है ।

Shri Ranga (Chittoor): I am glad to hear the statement. We welcome this change in the attitude of the Government. I would like to know whether the Dalai Lama would be made to feel free to go to any country that he considers necessary in the promotion of his cause and he would also be free to come back whenever he wants.

Shri Lal Bahadur Shastri: Of course, he will be free to come back. There is no doubt on that point. In regard to the countries he would like to visit, as I said, we will have a further talk with him when he comes up with details.

Shri Vasudevan Nair (Ambalapuzha): May I know whether the Dalai Lama has expressed a wish to the Government that he would like to go out and settle down in some other Buddhist country?

Shri Lal Bahadur Shastri: We have no information.

12·17 hrs.

ARREST OF MEMBER

Mr. Speaker: I have to inform the House that I have received the following telegram dated the 9th March, 1964, from the Additional District Magistrate, Ernakulam:—

"Shri A. K. Gopalan, Member, Lok Sabha, started hunger strike at Vazathoppu, Thodupuzha Taluk, Ernakulam District, Kerala. He was removed by Circle Inspector of Police, Thodupuzha under Section 38 of Police Act at 11·50 A.M. today and was straightway produced before Second Class Magistrate, Thodupuzha. Refused to be on bail. He has been remanded to custody in the sub-jail, Moovattupuzha, till the the 9th instant."

Shri H. N. Mukerjee (Calcutta—Central): Sir, I want one clarification. These officers are under an obligation to intimate to you the fact of having taken some Member of Parliament into custody. In this case, the leader of a major group in opposition happens to be arrested and he is on hunger strike. Now, could I please submit to you in all modesty that perhaps it is the obligation of the officers concerned to let you know the condition of Shri Gopalan so that you, in your discretion, might inform the House?

Shri Tridib Kumar Chaudhuri (Berhampur): Sir, only one word. It is not clear from what has appeared in the press and from what you have read out whether Shri Gopalan was first arrested and then refused bail and then he went on hunger strike or whether he first went on hunger strike and he was arrested by the police on that account. That is not very clear and there seems to be some contradiction between what has appeared in the press and the telegram that you have read out.

Mr. Speaker: I may say that I have got another telegram as well. I will find out the facts.

12·19 hrs.

GENERAL BUDGET, 1964-65— GENERAL DISCUSSION— *contd.*

Mr. Speaker: We will now take up the general discussion of the budget. The Finance Minister may continue his speech.

The Minister of Finance (Shri T. T. Krishnamachari): Mr. Speaker, I have listened with great care and attention to the speeches made by hon. Members on the budget, including those of my colleagues. Where I did not listen, I have gone through the text of the speeches as recorded. The overall impression of the reaction of the hon. Members to the budget has, to my mind, not been disappointing. Nevertheless, it seemed that the considerable time and length taken be me in trying to outline the basic policies of Government and fit the proposals within their framework have not paid any great dividends. It may be that my budget speech was not, perhaps, clear enough to enable hon. Members to understand the basic policies and objectives behind the proposals.

While my gratitude is due to the Members who have supported the Budget proposals generally, I would, if I may be permitted, express my thanks for the critical appreciation of the budget by an hon. Member from Kerala, an hon. Member from Rajasthan and an hon. Member from Uttar Pradesh. In mentioning particularly the contributions of these Members, it should not be understood that I am not appreciative of the support of the other Members to all of whom I am very grateful.

It must be perfectly obvious to the House that no Government can ever bring in a budget with an overall expenditure running to the order of Rs. 4000 crores without casting some burden on society. What matters is how that burden is cast. Is the incidence of the burden fair and equitable? Is that burden cast in such a manner that there will be continued progress so far as the economy is concerned? Is the overall effect calculated to make the economy move forward or to move backward? I must in all humility submit that the answers to these questions as they relate to the budget proposals before the House should be favourable.

Again, in all humility, I must express my regret that many of the criticisms that have been levelled at the proposals miss these main points but go on to side issues, some unrelated

to the Central budget, some having no connection with any of the budget proposals. It is perfectly clear that the political overtones that have dominated the speeches in the general debate have to some extent blurred the principal issues, but I cannot complain; the budget session is the time when the Opposition seeks to drive the Government out of power, and any attempt at a straightforward hit on the bull's eye is a thing that we on this side of the House should not complain about. But I do not think that even the Opposition Members have tried to hit the bull's eye and put the Government out of power. Apparently, since they were not able to do so, they tried the other alternatives of political strategy left to them. Primarily, the attempt on the part of the Opposition was to divide the party in power to play on some imaginary differences in the party...

Shri Nath Pai (Rajapur): Is such an attempt really necessary?

Shri Hem Barua (Gauhati): It is already divided. Why should he accuse the Opposition of that charge?

Shri T. T. Krishnamachari: The hon. Member who has just interrupted would concede that there are real differences in his party...and the so-called differences amongst the Ministers themselves, and to say that the budget does not reflect the views of the hon. Prime Minister or that advantage was being taken of certain circumstances to bypass the Prime Minister's policies, to refer to the Congress Party's resolutions and to say that Government were not living up to them and so on; all these may be legitimate in political warfare.

Shri Surendranath Dwivedy (Kendrapara): His own party Members have done it.

Shri T. T. Krishnamachari: Nonethe-less they are not valid in any proper consideration of the proposals that are before the House, nor is it the charter of the Opposition or any part of it to advise us on this side of the House on what we as a party should do or to point to individual proposals as not being in consonance with the party's principles. No man would seek to take medicine for curing his ills from a physician who wants to kill him. In this case, the Members of the Opposition who seek to give advice to us are not even qualified physicians, apart from the fact that their *mala fides* in relation to the Government and the party in power are well known. It will, therefore, be futile for me to go further into this aspect of the criticism. Like close companies in which the public are not substantially interested, there are also some political parties in which the public are not substantially interested. I shall not devote too much attention or time to them.

There were other criticisms that ranged over a wide field. It is rather difficult to classify them. Apart from the criticisms of certain of the specific proposals which on the whole were fewer in number than the general ones, the attack ranged over the following groups of subjects—neglect of agriculture in the budget, lack of relief to the common man, rising prices, the budget does not indicate any specific action against concentration of economic power, opposition to foreign investment in Indian industries, absence of mention in regard to rehabilitation of refugees from East Pakistan, and no evidence of economies in administration. Added to all these were criticisms of a personal nature directed against me in particular, which unfortunately were indulged in both by Members of the opposition as well by some of my hon. friends on this side. I do not propose to deal at length with any criticism aimed against me personally.

The criticisms that my budget does not represent the views of the party and that it is a personal budget of

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mine are, to say the least, infantile, and have been put forward for lack of criticisms of substance. On the other hand, the hon. Member from Rajkot, representing as he does a singular point of view, felt that this budget was not mine at all.

Shri M. R. Masani (Rajkot): The hon. Minister himself had admitted this to his own party last Saturday when he took shelter behind the Prime Minister.

Shri T. T. Krishnamachari: We make so many admissions which are genuine.

Shri U. M. Trivedi (Mandsaur): Which are not genuine.

Shri T. T. Krishnamachari: On the one side, it is said that the budget is not mine and on the other side it is said that the budget is mine and that it is a personal one. I shall leave it to hon. Members to settle their quarrels between themselves.

There is no personality cult about the budget. There is really no need for me to claim that the budget is a Congress Party budget and whoever presents it represents the Congress Party. I have no objection to anybody criticising the Congress Party as such, and we can meet them on their ground, but that would be a different matter. However, if any Member of the party wishes to criticise the budget on those grounds, the proper forum for that is the party platform and not this House.

Shri U. M. Trivedi: Why not?

Shri Ranga (Chittoor): It is for them to answer.

Shri T. T. Krishnamachari: I shall come now to some specific criticisms. The complaint that no mention has been made of Agriculture is beside the point in any Central budget. The Centre has broadly two methods of stimulating agricultural production, one through the Plan, by means of providing incentives to production and by subventions to agricultural programmes, to minor irrigation works etc.; and secondly through the medium of the Central Ministry of Food and Agriculture which helps the State Governments in shaping their policy in regard to procurement and support prices, the provision of fertilisers, the reaching of the results of agricultural research to the farmer and the like. Besides these two, through the co-operative organisation, the Ministry of Community Development and the Reserve Bank help in the provision of credit for agriculturists and also to finance the marketable surpluses. The provision in the Plan to State Governments is of the order of Rs. 559 crores, of which the expenditure on agriculture and co-operation as such is of the order of Rs. 45 crores; on minor irrigation Rs. 48 crores; on other irrigation projects Rs. 136 crores; and that on power projects which have a very intimate bearing on agricultural production Rs. 267 crores. There is also the provision for other types of help and stimulation in the Central Ministries' Demands for Grants. Besides these, I have referred to the taking up of intensive production programmes in 80 districts for which there is already a provision of Rs. 3 crores, and further amounts will be provided as the scheme gathers momentum. Apart from these, there is nothing which the Central Government could do by making any special mention of it in the budget.

Mention has also been made of the need to reduce the price of fertilisers by hon. Members who certainly ought to know more about it than myself, perhaps. The provision of foreign exchange year after year for import of fertilisers has been increasing, while local production has also been going up, though not quite as fast as we wish it. However, there is an overall shortage of popular types of fertilisers and the use of the less popular varieties needs to be stimulated. Price is not the factor which is standing in the way of the increased use

of fertilisers but the physical shortages, and to accept the demand for a reduction in the Government's sale price will not benefit the consumer but will only increase further black-market prices for the more popular varieties. This is a criticism which is made without the book. And so is the mention of lower electricity tariffs in discussing the Central Budget, without realising that it is primarily a State subject. Even here, I may add, within the limit of my own experience, that the agriculturist is quite prepared to pay the cost. But what he wants is the connection. He wants the connection, he wants the pump, he wants the switch gear—and that is where he is stumped.

Shri Ranga: He does not want profiteering by the Agriculture Ministry in the sale of fertilisers.

The Minister of State in the Ministry of Food and Agriculture (Dr. Ram Subhag Singh): Profiteering is by you.

Shri T. T. Krishnamachari: I am sorry that the hon. Member interrupts. Profitering is something about the connotation of which he ought to know better.

Power tariffs for agriculture are already, to some extent, subsidised and anything lower than what they are now would only mean a heavier subsidy, which again must come out of the common taxpayer, so far as the State Governments are concerned.

In regard to the rates of interest at which loans are provided to the co-operatives, my hon. friend, Shri Ajit Prasad Jain from Mysore . . (*laughter*). 'Mysore' need not cause that merriment. He mentioned that the Reserve Bank is lending at 2 per cent and complained that there are too many intermediaries in the co-operative field who raise this interest to 8 per cent. May I say "Amen"? That is right. He says that one of the tiers at least should be broken up and thereby a reduction in the rate effected. That is a point which no one will dispute. But again, where does the Central Government Budget come into this picture? Efforts are being made by the Central Ministries of Agriculture and Co-operation to persuade States to give up one of the links in these three intermediaries. So far, I am afraid we have not met with any success. This should not obscure the fact that there has been a considerable progress, both in the nature and in the quantum of credit facilities available for agriculture. It is estimated that the level of short-and medium-term advances for agricultural production provided by the co-operative credit structure in the last year of the Third Plan would be about Rs. 360 crores. This would be associated with a level of outstandings of central co-operative banks against primary agricultural credit societies estimated at about Rs. 340 crores, which would be in addition to the outstandings against other types of assistance of over Rs. 85 crores, making a total in all of Rs. 425 crores.

Shri Ranga: Nothing at all.

Shri T. T. Krishnamachari: Towards the end of the Fourth Plan, this figure should reach Rs. 710 crores. However, the co-operative banks are now not concerning themselves with the provision of credit for agricultural production only; they are being called upon increasingly to finance a variety of other activities in the co-operative sector, such as marketing and processing of agricultural products, small-scale industries and distribution of consumer goods and so forth. The operations of the co-operative banks are assuming dimensions which are comparable to the operations of the joint stock commercial banks which, hon. Members know, were the main

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constituent of the banking system in the country before the co-operative sector assumed these proportions in its transactions. The impressive growth of the State and Central co-operative banks is in no small measure due to the massive support that they are getting from the Reserve Bank of India which provides assistance by way of: (1) short-term loans to State co-operative banks for seasonal agricultural operations and marketing of crops; (2) medium-term loans for specified agricultural purposes; (3) short-term loans to State-co-operative banks for production ad marketing of handloom proucts; and (4) loans to State Governments from the National Agricultural Credit (Long-term Operations) Fund for participation in the share capital of the co-operative credit institutions at all levels. The assisance provided by the Reserve Bank has shown a sharp increase. Short-term loans sanctioned in 1962-63 amounted to Rs. 163.94 crores against the limit sanctioned of about Rs. 12 crores in 1951-52. The outstandings of these loans at the end of 1962-63 were of the order of Rs. 124 28 crores; outstandings of medium-term loans on the same date were Rs. 10.56 crores, as against nil in 1952-53.

It may be pointed that the Bank provides short-term loans for seasonal agricultural operations and marketing of crops at 2 per cent below the bank rate, and for the production and marketing of handloom products at 1½ per cent below the bank rate. Similarly, medium -term loans for agricultural purposes are provided at 1½ per cent below the bank rate. No such concessions are available to any of the commercial banks.

The rapid progress achieved in the operation of the co-operative banks has also an important bearing on the currency and credit situation in the country. The continuation of the present policies will lead to a greater impact in this direction. The Reserve Bank as the Central Bank of the country is vested with responsibilities in the matter of monetary stability and the development of banking on sound lines. For enabling it to discharge these responsibilities satisfactorily, it has been vested with wide powers under the Banking Companies Act, 1949, of regulation and control over joint stock commercial banks which are an important source of credit for commerce, trade and industry. This Act, however, specifically excludes co-operative societies from its purview and hence is not applicable to co-operative banks. The progress made in the last 15 years or so has made it increasingly clear that the present position under which the co-operative banks are outside the statutory control of the Reserve Bank needs to be reviewed.

On the question of prices, several hon. Members had made some comments. Considering that the main reason for this, as the House is aware, was the decline in agricultural production, the scope for action through budget proposals is necessarily limited.

Shri Ranga: Question.

Shri T. T. Krishnamachari: I have tried to keep deficit financing at a moderate level; and the monetary policy weapon will also be used as and when necessary and kept in proper gear.

In the case of foodgrains, the only solution, to my mind, is to increase government control over the system of distribution at strategic points. The State Governments must be prepared to enforce the various regulations affecting transactions at the wholesale traders' end and those engaged in the

processing of foodgrains. If the shortage persists, the country must be prepared for the imposition of some form of control over distribution, however unpleasant they may be.

Shri Ranga: Question.

Shri T. T. Krishnamachari: If I do not dwell on the subject of prices at some length, it is not because I do not consider it to be a matter of major concern, but only because I think that the problem can be dealt with only by a major review of policies other than those relating to the budget; and this is being done in consultation with the State Governments. I for my part consider it essential for Government to take a decision well before the sowing season for the *kharif* crops. Similarly, for other needs of the low and middle income groups, some devices will have to be thought of to keep the prices at a reasonable level.

At the same time, I can only say that I am not particularly happy at the dichotomy that has been imported by some of the speakers in their speeches between town and rural folks and between agriculturists and non-agriculturists in the matter of prices to be given to their produce and for the regulation of prices for the consumer. In fact, every human being who is a producer not only consumes some part of his products but a whole lot of other things. Any general increase in the price level would, while it may benefit the agriculturists in regard to his marketable surplus, at the same time make serious inroads into the purchasing power provided by that surplus if prices of other articles he uses go up. In the same way, subsidising of prices for urban dwellers and the cost of it to Government must inevitably come out of the people in the shape of taxes. So, in dealing with these problems, what we should do is not to divide the people even in our minds, but insist upon government to have an integrated and interrelated view of the infra-structure of the price situation in the country.

I would repeat what I said in my Budget speech that Government will have to evolve an integrated policy for incomes, wages, consumption and investment, and this cannot be the task of the Central Government and the institutions under it alone. The State Governments and the political parties who have an influence on Government policies must also make their contribution in evolving such a policy.

A complaint was made by hon. Members—fairly eloquently by my hon. friend from Bengal, Shri H. N. Mukerjee—about there being no mention of refugees from East Pakistan in the Budget speech. The allocation for this purpose has to come out of the budget of the Ministry of Works, Housing and Rehabilitation, which has also a provision for the Dandakaranya Project. As I have said in the final paragraph of my Budget Address, if this problem assumes a greater dimension, which let us hope we will be spared, more moneys will have to be found, and the House will be taken into confidence at that time. The Budget Address is not a collection of emotional sentiments only, and it will be wrong, therefore, to blame the Government or the Finance Minister for the time being for not highlighting many of the specific items for which detailed allocations have been made in the Demands for Grants of the various Ministries.

Again, the question of economics in administration was raised. I have drawn attention to this fact in the last paragraph of my Address, and this is indeed a matter of serious concern to me. I must begin by correcting the statement of the hon. Member from Rajkot, that there has been a large increase of Rs. 191 crores in administrative expenditure.

Shri M. R. Masani: I said Civil Expenditure.

Shri T. T. Krishnamachari: I stand corrected, administrative civil expenditure.

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The break-up of the increase in civil expenditure of Rs. 191 crores is as follows: Rs. 62 crores is on account of self-balancing items matched by a corresponding increase in revenue receipts, and do not represent any net outgo. There is an increase of Rs. 53 crores on account of grants to States, both for Plan and non-Plan purposes, and an increase of Rs. 36 crores for the servicing of public debt, most of which has been for developmental purposes.....

Shri Ranga: Question.

Shri T. T. Krishnamachari: .... an increase of Rs. 10 crores to cover the payment of increased dearness allowance to low-paid employees, an increase in the statutory grants to States besides grants for agriculture, medical, public health etc., all amounting to Rs. 18 crores. This explains, by and large, the reason for the increase of Rs. 191 crores in civil expenditure.

I may mention here that the Ministry of Home Affairs is being strengthened with an Administrative Reforms Division. The hon Member from Orissa, Shri Dwivedy, and a few other Members made the point that many recommendations made by the Estimates Committee and other Parliamentary Committees, as well as by committees set up by Government, from time to time, were yet to be implemented. The intention is that the Administrative Reforms Division should comprehensively examine the recommendations of the several Committees that have, over a period of years, gone into the question of economy and efficiency in administration, and process them quickly for implementation.

Two other criticisms which have an economic bearing are those relating to concentration of economic power and private foreign capital. The criticism, from the opposite side and from their sympthisers on this side, in regard to concentration of economic power has by now become an oft-repeated one. It is significant that free use should have been made of alleged references in the Mahalanobis Committee's report, which, I understand, is not yet a public document. I do not propose to explain further the nature and content of the concentration of economic power. I am not here to disprove that concentration has taken place to some extent. In a developing economy a certain amount of proliferation in industrial activity on vertical lines can be permitted, both from the point of view of the advantage of economies of scale and of efficiency in manufacture operations. It means that companies engaged in manufacture of one item may proceed to manufacture articles of a related variety. Even here, when I was Minister for Commerce and Industry, I discouraged the big producers from taking up production of ancillaries for the reason that ancillaries for all users, as for instance the ancillary equipment for motor vehicles, should be produced at one place, so that each producer does not have to go in for the limited production of ancillaries. But, unfortunately, in some cases, motor manufactuers have also taken up the manufacture of ancillary equipment. The type of concentration which is pernicious in its effects is the horizontal projection in which one group of producers extend their activities to a number of non-allied lines so as to get a big coverage. How this concentration of power operates in the matter of keeping prices at a high level, in the matter of cornering essential supplies and in ultimately exercising some kind of political patronage are all today matters of opinion, not always based on facts. So far, any expression of opinion on this question has amounted merely to a mention of the fact of concentration without throwing any light on its effects or on the devious ways in

which they are felt over the entire economy. So much so, in assessing the effects, there is an element of guess-work, or there is an element of fear, which more often than not, is being turned to propaganda purposes.

As the first systematic step for combating the ill effects of such power, I have proposed the appointment of a Monopolies Commission. It seems to be a matter of some amusement to hon. Members, oftentimes amusement mixed with unfair criticism, that such a Commission is proposed to be appointed under the Commission of Enquiries Act. Hon. Members who have criticised the proposal for the appointment of such a Commission, and have equated it to one more of the several committees that Government appoints, have done so without a knowledge of the facts. There is at present no law covering monopolies on the statute-book. The present laws, including the Companies Act, do not provide any method by which there can be a straightforward reduction of concentration of power for specific purposes in view. These laws will have to be framed. I could have brought in a Monopolies Commission Act before bringing into being the Commission proposed in the Budget, but that would be, in a sense, putting the cart before the horse, and I would have had then to draw largely on the experience of foreign countries in this regard. That might or might not be suitable for our purposes. The intention is that this Commission of Enquiry, after going through the collected facts and making certain enquiries thereon, should give us a draft law and if Parliament could be persuaded to pass it quickly, the Commission itself may sit down to exercise the law on the basis of their acquired experience in regard to the existence of concentration of economic power and the abuses connected therewith. It is not necessary for this Commission of Enquiry to take years to give us a draft law. The time factor would of course, depend really on the extent and the nature of information available and not on Government's wishes to expedite this type of work, or its alleged desire to retard the bringing into being of a law for this purpose. This is all that is intended to be done, and I cannot see how anybody who is at all serious in his approach to this problem, can with fairness criticise Government's proposals in this regard.

Supplementing what I have already said, I may draw attention to the substantial increase in the assistance that Government have extended to new entrepreneurs and to small industries, the most important objective in which is to encourage competition and reduce the dominance of large groups. Apart from certain new measures like the Unit Trust to which I referred in my speech, the establishment of the National Small Industries Corporation, Small Industries Service Institutes, various Boards for different cottage and handicrafts industries, for Governmental, technical, financial and marketing assistance, establishment of State Financial Corporations, institution of the State Bank of India schemes of lending and the Credit Guarantee scheme for encourage-h ment of commercial banks' lending to small industries, are measures to increase decisively the participation of medium and small industry in the process of industrial development and to offset the natural advantages enjoyed by larger enterprises. Largely in response to these measures the quantum of assistance given by banks to small-industry has more than doubled in the course of three years, increasing from Rs. 21 crores in June 1960 to Rs. 43 crores in June 1963, the annual rate of increase being more than 25 per cent per year. These sums no doubt are small, but commercial bank lending as such to the organised

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small-scale industrial sector has to be considered in the context of the very smallness of this sector. Thus, the paid-up capital of small public limited companies, below Rs. 5 lakhs each, formed barely three per cent of that of all companies.

A good deal has been said in the course of the debate about private foreign capital. There have been a number of policy pronouncements on the subject and I may here reaffirm that there has been no change in that policy. What has been engaging the attention of Government in the recent past is a re-assessment of performance within the framework of that policy. The target for the contribution which private foreign capital would make towards bridging our foreign exchange gap had been set at Rs. 300 crores for the Third Plan as a whole. The actual level of private foreign investment in India has remained at the much lower level of about Rs. 30 crores per annum for the first two years of the Plan. Excluding retained profits, the inflow of capital from abroad will be less. While no estimates of foreign exchange requirements for the Fourth Plan have yet been made, a few things seem to be reasonably clear. Firstly, the Fourth Plan will be bigger than the Third Plan. Secondly, we cannot expect the countries which are helping us to keep stepping up the level of their aid as our Plans grow bigger. Thirdly, with the heavy increase in the burden of debt repayment for the Fourth Plan referred to in the Budget speech, we must rely only on that type of external finance which will not further aggravate the debt repayment burden in the immediate future and equity investment is one such form of finance. Finally, in the Fourth Plan, we must clearly embark in a big way in new fields of development, particularly, electronics and automation, for which even on technological considerations, collaboration with reputed manufacturers abroad would be necessary and even desirable.

The question to which we have addressed ourselves is not one of modifying our policies regarding private foreign capital, but of fulfilling them. One of the major difficulties which foreigners have legitimately complained of is delay in getting clear and decisive answers to their proposals for investment about which some questions have also been asked in this House. Obviously, the answers to such complaints must be in accord with our policies but they must be prompt and decisive. A streamlining of the administrative arrangements to deal with such proposals has, therefore, been made. So far as the budget proposals are concerned, our aim has been to remove certain disincentives. It is obvious that if a foreign firm has investment in India, it must have a number of foreigners in the undertakings in which it participates; the more so because we encourage foreign investment, particularly in fields in which the level of technology is of a high order. The level of personal taxation in this country which is geared to our own conditions and our philosophy has created problems for expatriates working here and the budget proposals give them a certain degree of relief. Incidentally, this relief extends to foreign employees in all enterprises, including the public sector. Then, we have extended the rate of taxation of royalties to payments on account of engineering fees, which again are not exclusive to firms with private foreign investment, but include other projects as well, including those in the public sector. We have also removed the disincentive to foreign firms to have their offices and representatives in India to buy goods for exports by withrawing the business connection

principle in respect of exports. Then again we have made it possible for Government to facilitate investments by foreigners in securities, as distinct from equity, and also made the application of tax relief to foreign technicians and to interests earned on foreign loans more flexible. These concessions again are not in any sense exclusive to projects with private foreign investment. The main fiscal benefit to private foreign investment in the budget flows from the decision to exempt inter-corporate dividends from supertax. This decision again is in no sense exclusively meant for foreign companies investing in India and applies without distinction to all inter-corporate investment. Indeed the only change exclusively applicable to all foreign firms is the increase in the tax rate from 63 per cent to 65 per cent in the case of those foreign firms who operate through branches and whose dividends are declared abroad. We are not anxious to encourage foreign companies to operate in India through branches and what we are anxious to see is a growth in Indian companies which have private foreign capital in them, but the companies should be Indian companies incorporated in India and declaring their dividends in India.

The point has been raised whether our policy regarding equity investment in the public sector has undergone any change. The policy in regard to private participation in public sector projects stands today exactly as it was defined in the Industrial Policy Resolution of 1956. It is worth quoting from it. The Industrial Policy Resolution clearly states that the inclusion of certain industries in Schedule A of the Industrial Policy Resolution does not preclude "the possibility of the state securing the co-operation of private enterprise in the establishment of new units when the national interests so require. Railways and air transport, arms and ammunition and atomic energy will, however, be developed as Central Government monopolies. Whenever co-operation with private enterprise is necessary, the State will ensure, either through majority participation in the capital or otherwise, that it has the requisite powers to guide the policy and control the operations of the undertaking."

In pursuance of this policy, many public sector projects do have private foreign investment in the equity. We would certainly be glad to take in such participation in industries, particularly where technological considerations make such participation desirable, provided the terms and conditions are satisfactory.

Another question which was raised was whether we have made any change in regard to the policy of the percentage of equity stock which foreigners can hold. Clearly, in the public sector, they cannot hold anything but a minority position; otherwise the project cannot be described as a public sector project. In regard to the private sector, the policy of preferring a minority participation and making exceptions to this rule only in suitable cases and in exceptional circumstances continues unchanged.

I do not propose to deal further with the working of the public sector undertakings beyond what I had stated in my Budget speech. Hon'ble Members who doubted the wisdom of asking the public sector undertakings to make profits or in other words to create surpluses have been adequately answered by my colleague Mr. Bhagat. However, it may be worthwhile mentioning what happens in the Soviet economy. Amongst some of the observations made on the pro-

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fits in the Soviet Economy, the following has been said:

> "More attention by the West to the factor of porfits in the Soviet economy is advisable also because of its rapidly increasing relative importance in financing 'accumulations' in the Soviet national income. In fact, the importance of the turnover tax, which until lately was the main instrument of financing state budgetary and non-budgetary expenditure seems to have been overshadowed by that of profits during more recent years.".

13 hrs.

The budgetary revenue including allocations from profits and direct and indirect taxation in the Soviet Union between the years 1956 and 1961 has been 109 per cent of what obtained in 1955 in 1956, 129 per cent in 1957, 160 per cent in 1958, 183 per cent in 1959, 200 per cent in 1960 and 213 per cent in 1961. The net profit of the enterprises and economic organisations, on the basis of 100 per cent for 1955, has been 105 in 1956, 125 in 1957, 161 in 1958, 184 in 1959, 203 in 1960 and 218 in 1961. The most vigorously growing major items in the State revenue are the allocations from profits which during the seven years 1955—1961 increased by 101 per cent, while the revenue from the turnover tax increased by 28 per cent and that from direct taxation by only 21 per cent. As I said, these figures have been compiled from sources the origin of which is from the Soviet Government.

It will, therefore, be seen that once the State embarks on a programme of industrialisation under its aegis, it must expect these enterprises to make substantial contributions to the State's exchequer. My view, expressed in the budget speech, continues to be the same, that the State enterprises must make increasing surpluses available or in the alternative at least finance their own expansion. I think it applies to everyone of the State undertakings including the railways. If, however, in any particular project or a public-sector enterprise, Government feels that the prices have to be subsidised in order to encourage producers to produce more or to remove distortions in the standards of living in the case of lower-income groups, then these must come out of straight subsidies from Government. It is, therefore, wise not to confuse what is the obligation of the State towards the lower-income groups and its responsibility in regard to returns from capital provided to industries or other enterprises. These are two different matters, and any mixing up of the two can only confuse us in regard to the basic objectives that we have in mind in promoting the public sector projects.

The lack of relief to the common man in Central excise duties has been the burden of the song of many of the hon. Members who spoke. This has been made a platform for agitation of certain Opposition parties. Kerosene and cloth have been highlighted as items where a reduction in the excise levy will go to reduce the cost to the consumer. But nobody has told me how this is to be ensured. These again, Sir, are commodities in short supply and the ruling prices, where distribution control is not effective, are much higher than what they ought to be. In order to ensure that cloth is being supplied at reasonable rates, what is needed is a more rigid control over distribution rather than a reduction of excise duty, which, if made, is certain to be mopped up by the middleman.

In regard to kerosene, it is known that the basic article is imported and any increase in supplies will

mean a strain on our meagre foreign exchange resources. It is also common knowledge that quite an appreciable quantity of low-grade kerosene is mixed with lubricating oil and used by lorry transporters as fuel in substitution of high-speed diesel oil. This leads to the other complaint that the common man does not get pure kerosene even for the high price that he pays for it. A mere foregoing of a part of the revenue by the Central Government will not make kerosene cheaper for the common man.

When people talk about matches, I do not know what to say. How much will the common man's burden be lightened by my reducing a few rupees on matches? It will be mopped up again by the middlemen. The removal of the excise duty on gramophone records has also caused a lot of merriment though it is not the rich man who uses the gramophone records. But people who do not know about the rural areas speak about them here, and they would realise that it is a form of amusement in rural areas. But I have not done that to benefit the common man. The income from it is so miserably low that it is not worth-while keeping it in the statute-book. My position is, I am quite prepared to forego some of the revenues from these essential commodities by way of excise duty, if only hon. Members will tell me how every naya paisa that I give up reaches the common man. I am perfectly certain in my mind not only in regard to my personal experience but in regard to the facts that face us, that any reduction now will only mean that the middlemen will benefit. And it may be that the scope of the relief afforded directly to the consumer by a reduction in excise duties, while it is limited, is likely to be abused. In fact, as I said in my budget speech, excise duties have to be raised for the purpose of mopping up that portion of prices which goes into the pockets of the middlemen who take advantage of scarcity conditions, and also for imposing a measure of restraint on demand in period of scarcity.

That is the philosophy behind our policy in regard to excise duties. Where controls over distribution are not exercised and it is not possible to secure a direct reduction in prices to the people, it is our aim at least to reduce the middlemen's margins so that the money coming to the Government coffers can be used for the people. To use these instruments in an effective and sensitive way, we have also asked Parliament to concede powers to Government to raise the rate of duties by executive order up to a certain extent.

Broadly speaking, there has been very little increase in excise duties in this budget. The excise duty on iron and steel will yield only just a little more than what was being obtained from the Iron and Steel Equalisation Fund, which is being abolished. The increase in the revenue comes mostly from higher duties on flat products which are in short supply and command a black-market price. The adjustment of duties on yarn and cloth is again due to a short supply of fine and superfine yarn, spun out of foreign cotton, which have also a large element of foreign-exchange content in them. In the process, there has been a reduction of duty on fabrics which are manufactured out of indigenous cotton. The incidence has been shifted; this will partly counteract the poaching into excise revenue by powerlooms, assuring at the same time certain preferential support to the handlooms. The affected interests are no doubt unhappy and will continue to be so, but I have no doubt that they will in time settle down to the new rates.

I will now make a reference to the specific tax measures before I conclude. We have, during the last week,

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explained the tax proposals more fully in a series of official hand-outs, and I shall make fuller notes on the proposals available to the House by the time the Finance Bill is taken up for consideration. On the specific criticism by the hon. Member from Rajkot that there is no relief to the corporate sector since the budget proposals are expected to bring in an additional revenue of Rs. 11 crores from this sector, I will only say that to concentrate attention on the overall figure of revenue without going into specific tax reliefs is to miss the point.

The new structure in personal taxation has been explained in the press and it may not be necessary for me to go into it again beyond pointing out that at income levels below Rs. 15,000, even in the few cases in which there is an increase in the income-tax, after deduction of the compulsory deposit, the increases are marginal. In fact, in the case of incomes where the tax element itself is small, the relief cannot be indicated by any sizeable figure. The new structure is a considerably simplified one and has a smoother progression, in arriving at which there has been a marginal amount of higher incidence at a few levels of income. It should be understood in the proper perspective.

In the course of the debate, a few suggestions have been made about the Annuity Deposit Scheme. One of the suggestions has been that the scheme should be optional. I am afraid it is not possible to agree to this suggestion except in the case of old persons. I am prepared to make it optional for persons above the age of 70. I am also prepared to consider giving of option to a person who does not want to make the annuity deposit for any special reasons of his own of opting out of it by paying tax which would be higher than the tax that would have been normally payable on this portion of the income. Such opting out will have to be made unattractive as it would not be in keeping with the objective of leaving a reduced expendable income in hand. The rates to be applied will require fuller consideration. On the other hand, it has also been suggested that persons may be given the option of not receiving the annual repayment when it falls due. I am afraid it is not possible to agree to this either. Whether the payment is taken or not, as the amount will have accrued to the person concerned, it should be treated as income in that particular year.

There are two points on which the Finance Bill introduced by me is at variance with what I have stated in my Budget Speech. The first relates to the failure to indicate the first slab which will attract gift tax, namely, gifts above Rs. 5,000. I am taking steps to move an amendment to the Bill to keep the exemption limit at Rs. 5,000 as was mentioned by me in the speech. All the subsequent slabs in the rate structure for Gift Tax have been worked out on this basis. It was through an oversight at the printer's end that the necessary provision was not included in the Bill.

The other discrepancy is largely due to a misunderstanding of my intentions,—but is not one of a serious character—between my Budget Speech and the appropriate provision in the Finance Bill. I stated in my Budget Speech that the development rebate in its present form will cease after the 1st of April, 1966. In the Finance Bill, Clause 8 in respect of section 33 of the Income-tax Act, says that the development rebate would cover a further period of three years from now which takes it to 1967. I do not propose to amend this portion of the Finance Bill and it might be taken that the present position will continue until three years from the date of notification.

It has been represented to me that I should indicate Government's policy in regard to the grant of development rebate after three years from now. At present, the development rebate applies at a uniform rate of 20 per cent, having been reduced from the previously prevailing rate of 25 per cent. In the case of one or two industries, the rate is higher. When the development rebate was reduced from 25 per cent to 20 per cent, there was a certain amount of criticism that people had already made commitments in the expectation of a rebate of 25 per cent and the plea was made that changes in development rebate should be made with due notice. This is a legitimate point and when a higher rate of development rebate was announced for the coal industry, it was made applicable for a certain period of time. The implication of the statement in the Budget Speech is that the existing rates will continue to be in force till the beginning of the Fourth Plan. Now it has been extended by a year. In the light of the priorities of the Fourth Plan, a fresh system of rebates may have to be introduced and, therefore, a notice had to be given to industry that such a change might be made. This does not, however, mean that the system of development rebates is going to be scrapped altogether. The budget proposals have, in fact, given fresh incentives to investment in certain key industries by lowering the rate of Corporation Tax on them and there can be no question of reducing the development rebate in respect of them even in the Fourth Plan, because they will obviously continue to be important. In the next Budget, Government hope to announce the rates of development rebate to be made applicable during the Fourth Plan period. Present thinking indicates that this will be on a graduated scale weighted in favour of the essential industries with a higher capital content.

The hon. Member from Mysore, Shri A. P. Jain, criticised the allowance of the statutory deduction at 10 per cent of the capital base in the new surtax which includes a certain amount of loan capital on the ground that, generally, the rate at which interest payable on such loans is much less than 10 per cent. I may point out that under the provisions in the Surtax Bill, the amount of interest payable is added back to the profits for surtax in order to avoid a double deduction.

It was also said that the exemption of inter-corporate investment from super-tax would facilitate inter-locking of companies and increase concentration.

Shri A. P. Jain (Tumkur): I included preference capital and debentures.

Shri T. T. Krishnamachari: So far as preference shares are concerned, the dividend changes and nothing could be done about it. One objective in the new proposals in regard to exemption of dividends on inter-corporate investments from super-tax is to simplify the structure and to remove certain anomalies inherent in the differentiation between companies incorporated on different dates, etc. We must also remember that while inter-corporate investments may be one form in which dominant groups extend their sphere of control, such investments in the main, provide investment opportunities for corporate savings, most of which serve socially useful purposes. To the extent they do not, and lead to any increase in concentration of economic power, non-fiscal measures such as the decisions of the Monopolies Commission, and as I had indicated in my Budget Speech, the Company Law regulations will be used to combat them. Again, given the need for generating corporate savings, it is better that they lead to the formation of independent and competitive com-

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panies than to the formation of units producing unrelated end-products under a monolithic ownership and management, as would be the case if these are undertaken by wings of one big unit.

Some other points, capable of being revised, have also been represented to me, but I would like to consider them in greater detail before I express any view. For instance, it has been represented that the levy of capital gains tax on bonus shares issued out of share-premium moneys required to be differentiated. In fact, in 1957, when I introduced the tax on the issue of bonus shares, I had exempted this category because it is money found by the party. It has also been represented that the total impact of Estate Duty and tax on capital gains and other incidental costs in respect of property received by inheritance which may have to be sold to pay the estate duty should not be such as to cover the entire value of the inheritance. All I can say at this stage is that these points are under examination.

The complaint made by those interested in industries about there being no concession at all would perhaps require some answer. I may tell the House that in the process of framing my tax proposals, I had these proposals tested on the balance sheets of some of the bigger companies. In doing so, I did not take into account the concessions given in respect of rebates on corporate tax or on surtax to certain industries. But I did take into account the surtax and the dividend tax on the basis of dividends distributed in the past year. Out of 31 companies examined, 19 companies were paying super profits tax in the previous year. In the case of all these 19 companies, the tax as a percentage of the total income that would be levied according to the budgetary proposals would be less. In the case of some of the companies which were not liable to pay super profits tax, the position will be different. It only reveals that the operation of the super profits tax was somewhat uneven, and put an additional burden on many of the companies, while some got away with the advantages.

In the same way the criticism which I find not only voiced in the House but outside in the Press about there being no relief is not correct. In the case of a married person with more than one child in the Rs. 4,200 bracket, after deducting the compulsory deposit where earned income other than salaries was concerned, he was paying Rs. 60·90; he will now pay Rs. 36·00. That is all that you collect from them. In the next bracket of Rs. 5,000 he was paying Rs. 93·10; now he will pay Rs. 84·00. In the next slab of Rs. 6,000, he was paying Rs. 176.60; he will now pay Rs. 184·00. In the case of the next bracket of Rs. 7,500, he was paying Rs. 338.73; he will now pay Rs. 334·00. In the Rs. 9,000 bracket, he was paying Rs. 549·91; he will now pay Rs. 559. In the Rs. 10,000 bracket, he was paying Rs. 690.00; he will now pay Rs. 709 00. As against this, including compulsory deposit, they were paying in the case of Rs. 4,200 bracket Rs. 185:90; in the case of Rs. 5,000 bracket. Rs. 242·10; in the case of Rs. 6,000 bracket Rs. 352·60; in the case of Rs. 7,500 bracket Rs. 544·17; in the case of Rs. 9,000 bracket Rs. 782.19 and in the case of Rs. 10,000 bracket Rs. 940·00. It cannot, therefore, be said that the changes have not benefited the 'take-home-pay' for these people, an advantage which has been denied to the upper slabs by reason of the introduction of the 'Annuity Deposit Scheme'.

Quite a number of other matters, not wholly relevant to the Budget, or

even for that matter within the purview of Central Government, have been mentioned by hon. Members. I have no doubt the appropriate Ministries have taken note of such points as affect them and I am sure the House does not expect me to go into those matters here. These points will be brought up again during the consideration of the Finance Bill and also at the time the Demands for several Ministries are taken up. I can assure the House that Government will take note of whatever is being said and furnish replies if it is within their competence to do so.

As I said at the outset, several hon. Members have criticised the Budget, some negatively, some positively, each one from his own angle. Many have high-lighted some of the features of this Budget and to all of them I am grateful for having thrown some light on the Budget positively or negatively. I do not claim, and I did not claim in my Budget Speech, that this is a perfect budget. But I do claim and fairly emphatically that this is a budget which has taken into account the defects in the fiscal structure and has tried to remedy them with a view to make the economy move forward smoothly. Whatever may be the ultimate politico-economic structure of the country and our own desires in that matter, in fact no sector of the economy can move forward unless there is a constant look at the hurdles in the way of progress and the changes that are taking place in the *infra* structure of the economy from time to time which not merely produce distortions in it, but also in the process create road-blocks. Critics speak rather lightly of the carrot and stick to the donkey. I am afraid, Sir, I have too much respect for the people of this country to think they will be goaded to run forward to get at a receding carrot, or permit the stick being used. I had no intention of doing either of these things in presenting this Budget. The defects in the economic structure which inhibit progress are generally known. They are defects that arise all the time by the changes that take place in the human society in our march to progress. Since primordial interests of man always remain, the tendency in society to be acquisitive is known and even when one tries to get them away from this tendency, they are bound to revert to it again, and that is why in any country, much more in a democratic one, Government have to be all the time at the helm to move the ship away from the shoals and the rocks in the way of progress.

Sir, the goal that we have set for ourselves is clear. We shall march towards a free society in which freedom from fear, economic, political and personal, shall be assured and things that come in their way from time to time, in the way of such conditions coming into being, would be ruthlessly pushed out. That is the perspective that we have set ourselves, call it by whatever name you like, democratic socialism or mere socialism or any form of it. The word itself has no precise connotation. It is what is being built round it that indicates how far that socialism is the one that would benefit people in a free society. In any civilised country in the field of industrial and other activity big institutions become inevitable. In a big country which operates under a rather complicated federal political structure it is inevitable that the concept of anything that affects people should be big. There is no use crying out against government monopolies. It cannot be helped. This country cannot be served except by a huge centrally planned and directed railway system. It would also be inevitable that other modes of transport will have to be so planned in the future and carried out. The basic needs of the people of this country have again to be planned in a big way with an eye to serving the remote corners of the country. Power is one such—I do not mean political power. I have been devoting some attention to the energy surveys and every time I do so, the

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conclusion is irresistible—the central planning and direction has to be precise and continuous and one has to allocate the sphere of activity for thermal power, hydro-electric power and atomic power. What then is the object of some hon. Members in this House criticising Government and governmental activities as being monopolistic. In fact, the monopoly to serve people effectively is that of the Government of the day. In dealing with private enterprise, one recognises that they have a place and always shall have a place. It depends upon how you define private enterprise. The individual will remain an individual and will only respond to impulses that appeal to him as an individual. If we strain the compulsions in regard to directing those responses he is always aware of the opportunity he has every five years for indicating his displeasure. After all everything has to be done by the individual and the motive power behind his action is the incentive. It is different as between different individuals, groups of them, whether they be of an area, class or age. Sir, we have to take into account all these factors when we plan for economic progress. And to a certain extent fiscal policy being a handmaid for economic progress has also to take account of all these factors. I claim no credit for having introduced rather severe—I do admit they may be, in part severe—measures in order to do away with inequality in wealth and power. Such an act is basic for the sustenance of democracy and to give a positive content to a socialist economy. And it is a continuous act, continuous because we allow, to a large extent, within a limited sphere, the individual freedom, and that freedom will, always having in mind human nature, go towards concentrating in his hands the good things of life. I, therefore, want the hon. Members to view the Budget from the glimpse of the perspective that it gives. If in the process of working out the various measures we make mistakes, let us correct them. But I think it cannot be denied that the budget takes us a further step on the road to progress, even though I, as a person who presents it to the House, have to say it.

Shri H. N. Mukerjee (Calcutta-Central): The Finance Minister has told us that even if he reduced some excise imposition the middlemen would mop up the advantage. The Government has given an assurance to this House, at the time when Parliament authorised the emergency, that the price line would be held. In that case, do I take it that that was just a stupendous bluff, and Government has no apparatus to hold the price line? If the Finance Minister contends that the imposition reduced would be mopped up by way of advantage by the middlemen, has Government an answer to it?

Shri Ranga: My question is on the same point. He said that the consumer would not be able to get any benefit if, for instance, the duty on kerosene oil is reduced. In fact, the prices of kerosene oil have gone up to the tune of the duty that was made last year and a little higher also. Would it not be possible for the Government to expect the consumers to get a reduction in the prices if by any chance he makes up his mind to reduce the duty on kerosene oil.

Shri T. T. Krishnamachari: The hon. Member has given the case away when he says that the prices have gone up to the extent of the duty and a little higher.

Shri Ranga: That does not mean it will not come down if he reduces the duty.

Shri Nath Pai: On listening to the Finance Minister one felt that he almost pleaded that the Government is helpless to do anything with regard

to the price line. One got the impression—perhaps he did not mean it—that this can be justified. That is one thing, if the imprssion is correct. My second specific question is, now that he has discontinued the CDS, whether he is thinking of refunding the money which was collected under a scheme which he himself has found obnoxious?

Shri T. T. Krishnamachari: The amount of money that will have to be refunded would be such as will have an inflationary effect and it will go into the shopkeepers' hands. We will have other modes of making them feel that the money is in their hands.

Shri S. M. Banerjee (Kanpur): People will get back the money already deposited under the CDS after five years. Also, before 31st March, 1964, all those who have not deposited will have to deposit the amount even by borrowing. I would like to know from the Finance Minister, when he has withdrawn the CDS retrospectively, why this amount is to be deposited now?

Shri T. T. Krishnamachari: I have not withdrawn it retrospectively except in marginal cases.

Shri Nath Pai: He did not say anything to allay the fears about the price line. We expect something more positive than merely saying that if they do this the middlemen will benefit. It is no use being rhetoric, which he can do very well and asking me what I would suggest. I will suggest when I am sitting there. Now it is his responsibility to hold the price line. May I know what he is doing about it?

Shri T. T. Krishnamachari: There is a story in my part of the country. A man heard the story of Ramayana all night and asked a question: "What is the relationship between Rama and Sita?" I have given a speech and I have told him the difficulties. Certain things have been mentioned in it. I have also said what the Government are doing. Now he wants to know what the Government are doing about it.

डा० राम मनोहर लोहिया (फर्रुखाबाद): हर व्यक्ति पीछे हजार रुपये महीने से ज्यादा का खर्चा न हो तो मेरे हिसाब से साल भर में २०–२५ अरब रुपया, लेकिन किसी भी हिसाब से १०–१५ अरब रुपया बचता है जो कर बोझ को घटाने के लिए या नई पूंजी बनाने के लिए इस्तेमाल हो सकता है तो माननीय वित्त मंत्री इस बात पर कब सोचेंगे कि बजाय इस के कि १०, २० या ५० करोड़ रुपया इधर, उधर, नये टैक्स, छोटे मोटे, लगा कर हेरफेर करते रहें ? जब मैं हजार रुपये महीना खर्च की बात करता हूं तो उस में सुविधा भी जोड़ लेता हूं, खाली आमदनी नहीं—मेरे हिसाब से २०, २५ अरब रुपया और किसी भी हिसाब से १०, १५ अरब रुपया बचता है । उस के बारे में माननीय वित्त मंत्री कब सोचेंगे, मेरा यह सवाल है ।

Mr. Speaker: He feels that much economy can be effected in the administration and in other places.

डा० राम मनोहर लोहिया : माननीय अध्यक्ष महोदय, केवल सरकार में नहीं—सरकार और करोड़पति दोनों में ।

Shri T. T. Krishnamachari: The only type of people who could probably submit themselves to that kind of regimentation happen to be people in the Congress Party; nobody else would.

श्री रामसेवक यादव (बाराबंकी) : हम उत्तर सुन नहीं पाये ।

डा० राम मनोहर लोहिया : क्या जवाब सुना भी नहीं जायेगा ?

उपाध्यक्ष महोदय : माननीय सदस्य ने सुझाव दिया है । उस पर गौर करना मिनिस्टर साहब का काम है ।

DEMANDS FOR GRANTS ON ACCOUNT*, 1964-65

Mr. Speaker: Now, we will take up the Demands for Grants on Account. I will put it to the vote of the House straight. The question is:

"That the respective sums not exceeding the amounts shown in the third column of the order paper, be granted to the President on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 146."

The motion was adopted.

[*The motions for Demands for Grants on Account which were adopted by the Lok Sabha are reproduced below*—Ed.]

DEMAND NO. 1—MINISTRY OF COMMUNITY DEVELOPMENT AND COOPERATION

"That a sum not exceeding Rs. 2,40,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Community Development and Cooperation'."

DEMAND NO. 2—COMMUNITY DEVELOPMENT PROJECTS, NATONAL EXTENSION SERVICE AND CO-OPERATION

"That a sum not exceeding Rs. 47,54,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Community Development Projects, National Extension Service and Co-operation'."

DEMAND NO. 3—MINISTRY OF DEFENCE

"That a sum not exceeding Rs. 5,04,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Defence'."

DEMAND NO. 4—DEFENCE SERVICES, EFFECTIVE ARMY

"That a sum not exceeding Rs. 48,57,37,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Defence Services, Effective Army'."

DEMAND NO. 5—DEFENCE SERVICES, EFFECTIVE NAVY

"That a sum not exceeding Rs. 1,92,88,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Defence Services, Effective Navy'."

DEMAND NO. 6—DEFENCE SERVICES, EFFECTIVE AIR-FORCE

"That a sum not exceeding Rs. 10,38,42,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Defence Services, Effective Air-Force'."

DEMAND NO. 7—DEFENCE SERVICES, NON-EFFECTIVE

"That a sum not exceeding Rs. 1,82,50,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Defence Services, Non-Effective'."

DEMAND NO. 8—MINISTRY OF EDUCATION

"That a sum not exceeding Rs. 7,19,000 be granted to the

*Moved with the recommendation of the President.

President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Education'."

DEMAND NO. 9—EDUCATION

"That a sum not exceeding Rs. 3,04,81,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Education'."

DEMAND NO. 10—ARCHAEOLOGY

"That a sum not exceeding Rs. 10,69,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Archaeology'."

DEMAND NO. 11—SURVEY OF INDIA

"That a sum not exceeding Rs. 34,67,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Survey of India'."

DEMAND NO. 12—BOTANICAL SURVEY

"That a sum not exceeding Rs. 2,36,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Botanical Survey'."

DEMAND NO. 13—ZOOLOGICAL SURVEY

"That a sum not exceeding Rs. 2,16,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Zoological Survey'."

DEMAND NO. 14—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF EDUCATION

"That a sum not exceeding Rs. 98,42,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Education'."

DEMAND NO. 15—TRIBAL AREAS

"That a sum not exceeding Rs. 1,32,18,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Tribal Areas'."

DEMAND NO. 16—EXTERNAL AFFAIRS

"That a sum not exceeding Rs. 1,54,54,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'External Affairs'."

DEMAND NO. 17—DADRA AND NAGAR HAVELI AREA

"That a sum not exceeding Rs. 1,56,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Dadra and Nagar Haveli Area'."

DEMAND NO. 18—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF EXTERNAL AFFAIRS

"That a sum not exceeding Rs. 65,10,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of External Affairs'."

DEMAND NO. 19—MINISTRY OF FINANCE

"That a sum not exceeding Rs. 18,52,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Finance'."

DEMAND NO. 20—CUSTOMS

"That a sum not exceeding Rs. 38,64,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Customs'."

DEMAND NO. 21—UNION EXCISE DUTIES

"That a sum not exceeding Rs. 92,86,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Union Excise Duties'."

DEMAND NO. 22—TAXES ON INCOME INCLUDING CORPORATION TAX ETC.

"That a sum not exceeding Rs. 65,64,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Taxes on Income including Corporation Tax etc.."

DEMAND NO. 23—STAMPS

"That a sum not exceeding Rs. 26,54,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Stamps'."

DEMAND NO. 24—AUDIT

"That a sum not exceeding Rs. 1,16,32,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Audit'."

DEMAND NO. 25—CURRENCY AND COINAGE

"That a sum not exceeding Rs. 80,99,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Currency and Coinage'."

DEMAND NO. 26—MINT

"That a sum not exceeding Rs. 22,06,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Mint'."

DEMAND NO. 27—KOLAR GOLD MINES

"That a sum not exceeding Rs. 42,95,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Kolar Gold Mines'."

DEMAND NO. 28—PENSIONS AND OTHER RETIREMENT BENEFITS

"That a sum not exceeding Rs. 98,09,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Pensions and other Retirement Benefits'."

DEMAND NO. 29—TERRITORIAL AND POLITICAL PENSIONS

"That a sum not exceeding Rs. 1,82,000 be granted to the

President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Territorial and Political Pensions'."

DEMAND NO. 30—OPIUM

"That a sum not exceeding Rs. 2,36,39,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Opium'."

DEMAND NO. 31—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF FINANCE

"That a sum not exceeding Rs. 13,48,33,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Finance'."

DEMAND NO. 32—PLANNING COMMISSION

"That a sum not exceeding Rs. 9,22,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Planning Commission'."

DEMAND NO. 33—GRANTS-IN-AID TO STATE AND UNION TERRITORY GOVERNMENTS

"That a sum not exceeding Rs. 18,24,24,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Grants-in-aid to State and Union Territory Governments'."

DEMAND NO. 34—MISCELLANEOUS ADJUSTMENTS BETWEEN THE CENTRAL AND STATE AND UNION TERRITORY GOVERNMENTS

"That a sum not exceeding Rs. 2,35,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Miscellaneous Adjustments between the Central and State and Union Territory Governments'." 'Forest'."

DEMAND NO. 35—PRE-PARTITION PAYMENTS

"That a sum not exceeding Rs. 1,24,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Pre-partition Payments'."

DEMAND NO. 36—MINISTRY OF FOOD AND AGRICULTURE

"That a sum not exceeding Rs. 7,07,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Food and Agriculture'."

DEMAND NO. 37—AGRICULTURE

"That a sum not exceeding Rs. 36,37,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Agriculture'."

DEMAND NO. 38—AGRICULTURAL RESEARCH

"That a sum not exceeding Rs. 56,20,000 be granted to the President, *on account, for or towards defraying* the charges during

the year ending on the 31st day of March, 1965, in respect of 'Agricultural Research'."

DEMAND NO. 39—ANIMAL HUSBANDRY

"That a sum not exceeding Rs. 9,41,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Animal Husbandry'."

DEMAND NO. 40—FOREST

"That a sum not exceeding Rs. 10,41,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'forest'."

DEMAND NO. 41—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF FOOD AND AGRICULTURE

"That a sum not exceeding Rs. 1,55,32,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Food and Agriculture'."

DEMAND NO. 42—MINISTRY OF HEALTH

"That a sum not exceeding Rs. 1,90,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Health'."

DEMAND NO. 43—MEDICAL AND PUBLIC HEALTH

"That a sum not exceeding Rs. 1,03,93,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Medical and Public Health'."

DEMAND NO. 44—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF HEALTH

"That a sum not exceeding Rs. 7,93,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Health'."

DEMAND NO. 45—MINISTRY OF HOME AFFAIRS

"That a sum not exceeding Rs. 37,78,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Home Affairs'."

DEMAND NO. 46—CABINET

"That a sum not exceeding Rs. 3,82,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Cabinet'."

DEMAND NO. 47—ZONAL COUNCILS

"That a sum not exceeding Rs. 11,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Zonal Councils'."

DEMAND NO. 48—ADMINISTRATION OF JUSTICE

"That a sum not exceeding Rs. 26,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Administration of Justice'."

DEMAND NO. 49—POLICE

"That a sum not exceeding Rs. 1,21,99,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Police'."

DEMAND NO. 50—CENSUS

"That a sum not exceeding Rs. 11,38,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Census'."

DEMAND NO. 51—STATISTICS

"That a sum not exceeding Rs. 19,17,000 be granted to the President, *on acount, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Statistics'."

DEMAND NO. 52—PRIVY PURSES AND ALLOWANCES OF INDIAN RULERS

"That a sum not exceeding Rs. 28,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Privy Purses and Allowances of Indian Rulers'."

DEMAND NO. 53—DELHI

"That a sum not exceeding Rs. 1,78,72,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Delhi'."

DEMAND NO. 54—ANDAMAN AND NICOBAR ISLANDS

"That a sum not exceeding Rs. 27,19,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Andaman and Nicobar Islands'."

DEMAND NO. 55—LACCADIVE, MINICOY AND AMINDIVI ISLANDS

"That a sum not exceeding Rs. 3,96,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Laccadive, Minicoy and Amindivi Islands'."

DEMAND NO. 56—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF HOME AFFAIRS

"That a sum not exceeding Rs. 22,95,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Home Affairs'."

DEMAND NO. 57—MINISTRY OF INDUSTRY

"That a sum not exceeding Rs. 3,12,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Industry'."

DEMAND NO. 58—INDUSTRIES

"That a sum not exceeding Rs. 1,54,36,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Industries'."

DEMAND NO. 59—SALT

"That a sum not exceeding Rs. 4,67,000 be granted to the

President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Salt'."

DEMAND NO. 60—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF INDUSTRY

"That a sum not exceeding Rs. 2,49,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Industry'."

DEMAND NO. 61—MINISTRY OF INFORMATION AND BROADCASTING

"That a sum not exceeding Rs. 1,30,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Information and Broadcasting'."

DEMAND NO. 62—BROADCASTING

"That a sum not exceeding Rs. 49,26,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Broadcasting'."

DEMAND NO. 63—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF INFORMATION AND BROADCASTING

"That a sum not exceeding Rs. 38,38,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Information and Broadcasting'."

DEMAND NO. 64—MINISTRY OF INTERNATIONAL TRADE

"That a sum not exceeding Rs. 2,77,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of International Trade'."

DEMAND NO. 65—FOREIGN TRADE

"That a sum not exceeding Rs. 77,78,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Foreign Trade'."

DEMAND NO. 66—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF INTERNATIONAL TRADE

"That a sum not exceeding Rs. 26,63,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of International Trade'."

DEMAND NO. 67—MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 2,15,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Irrigation and Power'."

DEMAND NO. 68—MULTIPURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 16,00,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Multipurpose River Schemes'."

DEMAND NO. 69—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 75,11,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Irrigation and Power'."

DEMAND NO. 70—MINISTRY OF LABOUR AND EMPLOYMENT

"That a sum not exceeding Rs. 2,46,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Labour and Employment'."

DEMAND NO. 71—CHIEF INSPECTORS OF MINES

"That a sum not exceeding Rs. 2,90.000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Chief Inspectors of Mines'."

DEMAND NO. 72—LABOUR AND EMPLOYMENT

"That a sum not exceeding Rs. 94,00,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Labour and Employment'."

DEMAND NO. 73—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF LABOUR AND EMPLOYMENT

"That a sum not exceeding Rs. 1,24,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Labour and Employment'."

DEMAND NO. 74—MINISTRY OF LAW

"That a sum not exceeding Rs. 3,84,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Law'."

DEMAND NO. 75—ELECTIONS

"That a sum not exceeding Rs. 7,16,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Elections'."

DEMAND NO. 76—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF LAW

"That a sum not exceeding Rs. 18,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Law'."

DEMAND NO. 77—MINISTRY OF PETROLEUM AND CHEMICALS

"That a sum not exceeding Rs. 1,47,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Petroleum and Chemicals'."

DEMAND NO. 78—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF PETROLEUM AND CHEMICALS

"That a sum not exceeding Rs. 7,92,000 be granted to the

President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Petroleum and Chemicals'."

DEMAND NO. 79—MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING

"That a sum not exceeding Rs. 3,43,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Steel, Mines and Heavy Engineering'."

DEMAND NO. 80—GEOLOGICAL SURVEY

"That a sum not exceeding Rs. 29,53,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Geological Survey'."

DEMAND NO. 81—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING

"That a sum not exceeding Rs. 3,19,40,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Steel, Mines and Heavy Engineering'."

DEMAND NO. 82—MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 8,85,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Transport'."

DEMAND NO. 83—METEOROLOGY

"That a sum not exceeding Rs. 22,34,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Meteorology'."

DEMAND NO. 84—CENTRAL ROAD FUND

"That a sum not exceeding Rs. 36,71,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Central Road Fund'."

DEMAND NO. 85—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

"That a sum not exceeding Rs. 63,86,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Communications (including National Highways)'."

DEMAND NO. 86—MERCANTILE MARINE

"That a sum not exceeding Rs. 10,79,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Mercantile Marine'."

DEMAND NO. 87—LIGHTHOUSES AND LIGHTSHIPS

"That a sum not exceeding Rs. 9,11,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Lighthouses and Lightships'."

DEMAND NO. 88—AVIATION

"That a sum not exceeding Rs. 58,68,000 be granted to the

President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Aviation'."

DEMAND NO. 89—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 25,61,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Transport'."

DEMAND NO. 90—MINISTRY OF WORKS, HOUSING AND REHABILITATION

"That a sum not exceeding Rs. 3,89,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Ministry of Works, Housing and Rehabilitation'."

DEMAND NO. 91—PUBLIC WORKS

"That a sum not exceeding Rs. 2,81,68,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Public Works'."

DEMAND NO. 92—STATIONERY AND PRINTING

"That a sum not exceeding Rs. 96,22,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Stationery and Printing'."

DEMAND NO. 93—EXPENDITURE ON DISPLACED PERSONS

"That a sum not exceeding Rs. 70,44,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1955, in respect of 'Expenditure on Displaced Persons'."

DEMAND NO. 94—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF WORKS, HOUSING AND REHABILITATION

"That a sum not exceeding Rs. 7,55,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Works, Housing and Rehabilitation'."

DEMAND NO. 95—DEPARTMENT OF ATOMIC ENERGY

"That a sum not exceeding Rs. 1,61,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Department of Atomic Energy'."

DEMAND NO. 96—ATOMIC ENERGY RESEARCH

"That a sum not exceeding Rs. 83,11,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Atomic Energy Research'."

DEMAND NO. 97—DEPARTMENT OF PARLIAMENTARY AFFAIRS

"That a sum not exceeding Rs. 30,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Department of Parliamentary Affairs'."

DEMAND No. 98—DEPARTMENT OF POSTS AND TELEGRAPHS

"That a sum not exceeding Rs. 82,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Department of Posts and Telegraphs'."

DEMAND No. 99—OVERSEAS COMMUNICATIONS SERVICES

"That a sum not exceeding Rs. 13,23,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Overseas Communications Services'."

DEMAND No. 100—POSTS AND TELEGRAPHS (WORKING EXPENSES)

"That a sum not exceeding Rs. 10,31,43,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Posts and Telegraphs (Working Expenses)'."

DEMAND No. 101—POSTS AND TELEGRAPHS DIVIDEND TO GENERAL REVENUES AND APPROPRIATIONS TO RESERVE FUNDS

"That a sum not exceeding Rs. 1,00,90,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Posts and Telegraphs Dividend to General Revenues and Appropriation to Reserve Funds'."

DEMAND No. 102—OTHER REVENUE EXPENDITURE OF THE DEPARTMENT OF POSTS AND TELEGRAPHS

"That a sum not exceeding Rs. 2,21,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Department of Posts and Telegraphs'."

DEMAND No. 103—DEPARTMENT OF SUPPLY

"That a sum not exceeding Rs. 4,29,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Department of Supply'."

DEMAND No. 104—SUPPLIES AND DISPOSALS

"That a sum not exceeding Rs. 29,48,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Supplies and Disposals'."

DEMAND No. 105—OTHER REVENUE EXPENDITURE OF THE DEPARTMENT OF SUPPLY

"That a sum not exceeding Rs. 87,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Department of Supply'."

DEMAND No. 106—DEPARTMENT OF TECHNICAL DEVELOPMENT

"That a sum not exceeding Rs. 26,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Department of Technical Development'."

DEMAND NO. 107—OTHER REVENUE EXPENDITURE OF THE DEPARTMENT OF TECHNICAL DEVELOPMENT

"That a sum not exceeding Rs. 3,71,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Department of Technical Development'."

DEMAND NO. 108—LOK SABHA

"That a sum not exceeding Rs. 8,84,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Lok Sabha'."

DEMAND NO. 109—OTHER REVENUE EXPENDITURE OF LOK SABHA

"That a sum not exceeding Rs. 45,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of Lok Sabha'."

DEMAND NO. 110—RAJYA SABHA

"That a sum not exceeding Rs. 3,77,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Rajya Sabha'."

DEMAND NO. 111—SECRETARIAT OF THE VICE-PRESIDENT

"That a sum not exceeding Rs. 18,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Secretariat of the Vice-President'."

DEMAND NO. 112—CAPITAL OUTLAY OF THE MINISTRY OF COMMUNITY DEVELOPMENT AND CO-OPERATION

"That a sum not exceeding Rs. 1,17,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Community Development and Co-operation'."

DEMAND NO. 113—DEFENCE CAPITAL OUTLAY

"That a sum not exceeding Rs. 11,74,58,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Defence Capital Outlay'."

DEMAND NO. 114—CAPITAL OUTLAY OF THE MINISTRY OF EDUCATION

"That a sum not exceeding Rs. 46,67,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Education'."

DEMAND NO. 115—CAPITAL OUTLAY OF THE MINISTRY OF EXTERNAL AFFAIRS

"That a sum not exceeding Rs. 13,75,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of External Affairs'."

DEMAND NO. 116—CAPITAL OUTLAY ON THE INDIA SECURITY PRESS

"That a sum not exceeding Rs. 1,63,000 be granted to the

President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on the India Security Press'."

DEMAND NO. 117—CAPITAL OUTLAY ON CURRENCY AND COINAGE

"That a sum not exceeding Rs. 96,73,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Currency and Coinage'."

DEMAND NO. 118—CAPITAL OUTLAY ON MINTS

"That a sum not exceeding Rs. 2,76,000 be granted to the President *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Mints'."

DEMAND NO. 119—CAPITAL OUTLAY ON KOLAR GOLD MINES

"That a sum not exceeding Rs. 6,71,000 be granted to the President *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Kolar Gold Mines'."

DEMAND NO. 120—COMMUTED VALUE PENSIONS

"That a sum not exceeding Rs. 10,32,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Commuted Value Pensions'."

DEMAND NO. 121—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FINANCE

"That a sum not exceeding Rs. 14,85,62,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of Other Capital Outlay of the Ministry of Finance'."

DEMAND NO. 122—CAPITAL OUTLAY ON GRANTS TO STATE AND UNION TERRITORY GOVERNMENTS FOR DEVELOPMENT

"That a sum not exceeding Rs. 2,35,17,000 be granted to the President *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Grants to State and Union Territory Governments for Development'."

DEMAND NO. 123—LOANS AND ADVANCES BY THE CENTRAL GOVERNMENT

"That a sum not exceeding Rs. 26,17,73,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Loans and Advances by the Central Government'."

DEMAND NO. 124—CAPITAL OUTLAY ON FORESTS

"That a sum not exceeding Rs. 16,000 be granted to the President *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Forests'."

DEMAND NO. 125—PURCHASE OF FOODGRAINS

"That a sum not exceeding Rs. 31,34,00,000 be granted to the

President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Purchase of Foodgrains'."

DEMAND NO. 126—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FOOD AND AGRICULTURE

"That a sum not exceeding Rs. 6,14,00,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Capital outlay of the Ministry of Food and Agriculture'."

DEMAND NO. 127—CAPITAL OUTLAY OF MINISTRY OF HEALTH

"That a sum not exceeding Rs. 90,30,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Health'."

DEMAND NO. 128—CAPITAL OUTLAY OF THE MINISTRY OF HOME AFFAIRS

"That a sum not exceeding Rs. 6,31,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Home Affairs'."

DEMAND NO. 129—CAPITAL OUTLAY OF THE MINISTRY OF INDUSTRY

"That a sum not exceeding Rs. 26,03,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Industry'."

DEMAND NO. 130—CAPITAL OUTLAY OF THE MINISTRY OF INFORMATION AND BROADCASTING

"That a sum not exceeding Rs. 17,56,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Information and Broadcasting'."

DEMAND NO. 131—CAPITAL OUTLAY OF THE MINISTRY OF INTERNATIONAL TRADE

"That a sum not exceeding Rs. 5,00,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of International Trade'."

DEMAND NO. 132—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES

"That a sum not exceeding Rs. 87,89,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Multipurpose River Schemes'."

DEMAND NO. 133—OTHER CAPITAL OUTLAY OF THE MINISTRY OF IRRIGATION AND POWER

"That a sum not exceeding Rs. 77,89,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Capital Outlay of the Ministry of Irrigation and Power'."

DEMAND NO. 134—CAPITAL OUTLAY OF THE MINISTRY OF LABOUR AND EMPLOYMENT

"That a sum not exceeding Rs. 31,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Labour and Employment'."

DEMAND NO. 135—CAPITAL OUTLAY OF THE MINISTRY OF PETROLEUM AND CHEMICALS

"That a sum not exceeding Rs. 4,29,45,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Petroleum and Chemicals'."

DEMAND NO. 136—CAPITAL OUTLAY OF THE MINISTRY OF STEEL, MINES AND HEAVY ENGINEERING

"That a sum not exceeding Rs. 11,48,90,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Ministry of Steel, Mines and Heavy Engineering'."

DEMAND NO. 137—CAPITAL OUTLAY ON ROADS

"That a sum not exceeding Rs. 4,97,58,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 138—CAPITAL OUTLAY ON PORTS

"That a sum not exceeding Rs. 22,20,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Ports'."

DEMAND NO. 139—CAPITAL OUTLAY ON CIVIL AVIATION

"That a sum not exceeding Rs. 41,21,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 140—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT

"That a sum not exceeding Rs. 57,34,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Capital Outlay of the Ministry of Transport'."

DEMAND NO. 141—CAPITAL OUTLAY ON PUBLIC WORKS

"That a sum not exceeding Rs. 78,77,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Public Works'."

DEMAND NO. 142—DELHI CAPITAL OUTLAY

"That a sum not exceeding Rs. 2,05,76,000 be granted to the

President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Delhi Capital Outlay'."

DEMAND NO. 143—OTHER CAPITAL OUTLAY OF THE MINISTRY OF WORKS, HOUSING AND REHABILITATION

"That a sum not exceeding Rs. 71,83,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Capital Outlay of the Ministry of Works, Housing and Rehabilitation'."

DEMAND NO. 144—CAPITAL OUTLAY OF THE DEPARTMENT OF ATOMIC ENERGY

"That a sum not exceeding Rs. 1,65,14,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay of the Department of Atomic Energy'."

DEMAND NO. 145—CAPITAL OUTLAY ON POSTS AND TELEGRAPHS (NOT MET FROM REVENUES)

"That a sum not exceeding Rs. 3,50,33,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Capital Outlay on Posts and Telegraphs (Not met from Revenues)'."

DEMAND NO. 146—OTHER CAPITAL OUTLAY OF THE DEPARTMENT OF POSTS AND TELEGRAPHS

"That a sum not exceeding Rs. 3,83,000 be granted to the President, *on account, for or towards defraying* the charges during the year ending on the 31st day of March, 1965, in respect of 'Other Capital Outlay of the Department of Posts and Telegraphs'."

APPROPRIATION (VOTE ON ACCOUNT) BILL,* 1964

The Minister of Finance (Shri T. T. Krishnamachari): Sir, I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1964-65.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1964-65."

The motion was adopted.

Shri T. T. Krishnamachari: Sir, I introduce† the Bill.

Sir, I beg to move:†

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1964-65 be taken into consideration."

Mr. Speaker: The question is:

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1964-65 be taken into consideration."

The motion was adopted.

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*Published in Gazette of India Extraordinary, Part II, section 2, dated 10-3-1964.

†Introduced/moved with the recommendation of the President.

Mr. Speaker: We will take up the clauses. The question is:

"That clauses 1, 2, 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 1, 2, 3 and the Schedule were added to the Bill.

Shri T. T. Krishnamachari: I move:

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

DEMANDS† FOR SUPPLEMENTARY GRANTS (RAILWAYS), 1963-64

Mr. Speaker: The House will now take up discussion and voting on the Supplementary Demands for Grants in respect of the Budget (Railways) for 1963-64.

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): Mr. Speaker, in moving that the Supplementary Demands for Grants be taken into consideration, I may briefly refer to what is more fully explained in the first three pages of the book of Supplementary Demands for Grants for Railways 1963-64.

At the very outset, it should be remembered that the Supplementary Demands aggregate to Rs. 55 crores in relation to a total original budget grant of about Rs. 1,180 crores. Rs.6·75 crores out of the Supplementary Demands cover increased net surplus over the budgeted surplus, which is really not additional expenditure as such but for which a vote is necessary as it is an amount being appropriated to the Development Fund Even the balance of the Supplementary Demands, aggregating to Rs. 48·25 crores, represent a gross amount which is what is taken for the purpose of securing the vote of the Parliament, even though the net expenditure after allowing for credits, is only Rs. 38·68 crores. The gross budget, for instance, covers freight on railway coal and other materials, which is balanced by credits under different Demands.

An analysis of the Supplementary Demands for Grants is as under:—

(i) Aggregate of Revenue Working Expenses (Supplementary Demands Nos. 4 to 10)—net additional provision asked for is Rs. 11·97 crores, against the gross amount of Supplementary Demand of Rs. 15·92 crores.

(ii) Aggregate of the Capital Budget (covering works under Supplementary Demands Nos. 15 and 16—net additional provision of Rs. 24·79 crores, against the gross budget of Rs. 30·36 crores.

(iii) Increased dividend payment to General Revenues (Supplementary Demand No. 12)—1·92 crores (This is consequential to the revised anticipation of "works outlay" exceeding the original grant).

It may be explained that Rs. 5·56 crores, out of the additional provision asked for under Revenue Working Expenses, pertain to various items of staff expenditure, including Rs. 3·50 crores, which covers the increased dearness allowance payable from 1st July 1963 to lower graded staff and the increase in city compensatory and house rent allowances payable from 1st January 1964 as a result of revised classification of certain cities and towns—these being post-Budget developments A substantial portion of the remaining additional provision

†Moved with the recommendation of the President.

asked for under Revenue Working Expenses, is to cover the post-Budget developments by way of general taxation changes, including increase in the rate of Central Sales Tax, which were introduced after the Railway Budget for 1963-64 had been presented. These changes include increases in the prices of controlled materials like coal and steel beyond what had been envisaged in the Budget; these and other materials are utilised in the course of the railways' operation and maintenance.

13.37 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

Likewise, the cost of the development programme of the railways, covering the works outlay, is affected by increase in customs duty on a variety of imported railway equipments, increase in the Central Sales Tax and increase in the price of steel and steel equipment, etc. In the statement on the economic situation made by the Finance Minister in Parliament on 16th December 1963 the effect on the Railways' expenditure on account of taxation changes was specifically alluded to.

With these brief introductory remarks, Sir, I commend the Supplementary Demands for Grants to the House.

DEMAND NO. 4—WORKING EXPENSES—ADMINISTRATION

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,83,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Administration.'"

DEMAND NO. 5—WORKING EXPENSES—REPAIRS AND MAINTENANCE

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 4,78,54,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Repairs and Maintenance.'"

DEMAND NO. 6—WORKING EXPENSES—OPERATING STAFF

Mr. Deputy Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,33,33,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operating Staff.'"

DEMAND NO. 7—WORKING EXPENSES—OPERATION (FUEL)

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 3,64,58,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operation (Fuel).'"

DEMAND NO. 8—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 45,73,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Operation other than staff and fuel'."

DEMAND NO. 9—WORKING EXPENSES—MISCELLANEOUS EXPENSES

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,48,55,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Miscellaneous Expenses'."

DEMAND NO. 10—WORKING EXPENSES—LABOUR WELFARE

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 41,45,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Working Expenses—Labour Welfare'."

DEMAND NO. 12—PAYMENTS TO GENERAL REVENUES

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,91,79,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Payments to General Revenues'."

DEMAND NO. 15—OPEN LINE WORKS—ADDITIONS AND REPLACEMENTS

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 26,58,71,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Open Line Works—Additions and Replacements'."

DEMAND NO. 16—OPEN LINE WORKS—DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 3,76,82,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Open Line Works—Development Fund'."

DEMAND NO. 18—APPROPRIATION TO DEVELOPMENT FUND

Mr. Deputy-Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 6,75,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Appropriation to Development Fund'."

Shri Vasudevan Nair (Ambalapuzha): Mr. Deputy-Speaker, in presenting the Supplementary Demands for Grants, part of the amount is sought to be allocated for paying the employees following the reclassification of some of the cities in our country. We all know that the Central Government employees were making a request and demand to the Government for re-classification of cities on the basis of not only one factor but various factors. I am glad that reclassification of cities has been made. I am also glad that the railway employees will gain out of this re-classification in many of the cities of our country. But I should like to bring to the notice of Government the difficulties and hardships faced by quite a number of employees, for example, the railway employees, in some of our cities, who have not got a fair deal even after the recent reclassification. The hon. Minister knows that the railway employees together with the Central Government employees had agitated for a proper reclassification and for payment of

house rent allowance and city compensatory allowance on the basis of a proper reclassification, not only during the last few years but, I think, for the last seventeen years since the attainment of freedom. Even the First Pay Commission was approached, but unfortunately, in their recommendations they said that the classification of cities should be on the basis of population alone. But we all know that at the time the Second Pay Commission was getting evidence from the employees' organisations, the Central Government employees and also the railway employees presented them their cases, and fortunately for the employees, the Second Pay Commission was good enough and fair and just enough to say that the classification of cities should be not only on the basis of population but on the basis of other factors, mainly the cost of living. I am drawing the attention of Government to this because recently the railway employees in one particular place in my State, for example, Cochin, together with other Central Government employees had a meeting and they wanted to represent to Government that even after the present reclassification those employees practically were getting no benefit. Even after the present reclassification, the Cochin city remains a C class city. An employee getting a salary of up to Rs. 150 is given a house rent allowance of Rs. 7.50. Our Finance Minister himself in October last, while addressing a press conference in Madras admitted that in the reclassification of cities, perhaps, we ought to have taken into consideration factors other than that of population, and he said that Government would try to revise the present basis for classification of cities.

It should be understood that Cochin is one of the places where the cost of living is the highest in the whole of India, and it being an industrial capital and also an expanding industrial area, the problem of housing is, I think, the most acute in that area. You will be surprised to know that in the Cochin area, the density of population is something like 30,000 per square mile. I do not think that there will be any other place in our country where the density of population would be so high as 30,000 per square mile.

I can also point out the figures showing the cost of living in Madras and Cochin. In Madras, the index was 488, 491, 492 and 495 respectively in August, September, October and November, 1963 respectively, while the figures in Cochin during the corresponding months were 528, 532, 534 and 539 respectively. As you know, after the reclassification, the railway employees in the Madras city are getting much more benefit. A B class city has become an A class city, and we are all very glad that this has been done and the employees are getting that benefit. But is it not unjust that in another place not far away from Madras where the cost of living is at least 25 per cent more than in Madras, the employees are not given a fair deal? You would be able to appreciate the heart-burning on the part of some of the employees who are doing the very same work there. I have got a lot of material with me to establish the genuineness of the case of the Central Government employees including the railway employees in Cochin, but I think that the whole case has to be presented not before the Ministry because it has to be mainly tackled by the Finance Ministry, but I wanted to make use of this opportunity to place the case before the Railway Ministry so that as an influential Ministry in the whole Government set-up, the Railway Ministry could take it up with the Finance Ministry.

Mr. Deputy-Speaker: That is wholly irrelvant. We are not concerned with the classification of Cochin city in the railway budget.

Shri Vasudevan Nair: I am pointing out that in regard to the payment of enhanced rates of house rent and compensatory allowances to the railway employees, actually a fair deal is not being given to all the employees.

Mr. Deputy-Speaker: To which Demand is the hon. Member referring?

Shri Vasudevan Nair: For instance, there is Demand No. 5.

Mr. Deputy-Speaker: That relates to working expenses.

Shri Vasudevan Nair: That is partly going to be spent on this account; about Rs. 7.93 lakhs are going to be spent on giving enhanced rates of house rent and compensatory allowances, effective from 1st January, 1964, to railway employees.

Mr. Deputy-Speaker: That is too far-fetched.

Shri Vasudevan Nair: So, I would like the Railway Ministry to take it up with the Finance Ministry so that all the railway employees in the major cities of our country who are really finding it difficult to make both ends meet are given a fairer deal.

I would like to make out just one more point, and that is regarding the failure of Government in not accepting the spirit of the recent Supreme Court judgment regarding the re-employment of all those employees who were at one time or the other sent out of service under rule 148. I am told that two or three employees have been taken back in service, and in all these Demands, funds have been asked for for payment of compensation to such employees as a result of the decrees of courts. But, even today, more than 300 such employees are still out of service. We were told by the hon. Minister during the discussion on the railway budget that their cases had been referred to the Law Ministry. I do not know why even now the Railway Ministry wants to dilate over it and tries to evade the issue by spending such a long time. I would request them to straightway take a decision on this matter and to re-employ all those who were thrown out of employment during the last thirteen or fourteen years and to pay the compensation which is due to them.

डा० राम मनोहर लोहिया : उपाध्यक्ष महोदय, मैं इन अनुदानों का विरोध करता हूं और करता रहूंगा जब तक कि हिन्दुस्तान की रेलगाड़ियों में तीसरे दर्जे के अलावा बाकी सब दर्जे खत्म नहीं कर दिये जाते । इस सम्बन्ध में रेल मंत्री ने फरमाया कि रूस में चार दर्जे हैं । एसी कोई भी मिसाल यहां देना उचित नहीं होता लेकिन अगर मिसाल उन को देनी ही है तो इंग्लिस्तान की दें जहां पर सिर्फ दो दर्जे हैं, एक और तीन और बहुत सी गाड़ियां हैं जिन में सिर्फ तीसरा दर्जा रहता है । पहले और तीसरे दर्जे में सिर्फ यह फर्क है कि तीसरा दर्जा नकली मखमल का होता है और पहला दर्जा चमड़े का होता है, और किराये में सिर्फ डेढ़ गुने का फर्क होता है । लेकिन इन विदेशी उदाहरणों को छोड़ कर हमें खुद अपने देश की वर्तमान हालत को सोचना चाहिये कि क्या हम तीसरे दर्जे के अलावा बाकी दर्जों को खत्म कर सकते हैं । और मैं समझता हूं कि खत्म करना चाहिये ।

उपाध्यक्ष महोदय : यह सामान्य चर्चा नहीं है ।

डा० राम मनोहर लोहिया : यह अनुदान है ।

उपाध्यक्ष महोदय : जो डिमांड्स सदन के सामने रखी गई हैं उन के बारे में माननीय सदस्य कहें ।

एक माननीय सदस्य : यह प्रशासनिक खर्च है ।

डा० राम मनोहर लोहिया : यह खर्च है प्रशासन का जिस के सम्बन्ध में अनुदान है इसलिये मैं उन सब बातों पर बोल सकता हूं क्योंकि उन का असर पड़ता है रेल गाड़ियों पर, रेलगाड़ियों के प्रशासन पर । यह विभाग पहले, दूसरे, तीसरे सभी दर्जों का प्रशासन

करता है । इसलिये प्रशासन के लिये ही हमें पैसा नहीं देना चाहिये जब तक कि तीसरे दर्जे के अलावा सब दर्जे खत्म नहीं कर दिये जाते । यह तीसरा दर्जा जल्दी से जल्दी खत्म होना चाहिये । मैं तो चाहूंगा कि हमारा ध्यान हिन्दुस्तान के इस बुनियादी रोग की तरफ जाये क्योंकि कई दफे मेरी तबिअत होती है कि बड़ी बातों की तरफ जाऊं । लेकिन हमेशा छोटी बातों में हम लोग उलझ जाया करते हैं ।

आज हमारा जीवन इतना टूट चुका है कि दुनिया का कोई देश उतना टूटा हुआ नहीं है । एक तरफ आमदनी और खर्च के हिसाब से हजारों सीढ़ियां हमारे यहां हैं । उतनी संसार के किसी देश में न तो थीं और न आज हैं । यह देश पैसे के हिसाब से बहुत टूटा हुआ है । दूसरी तरफ मन के हिसाब से भी उतना ही टूटा हुआ है । मैं आपका ध्यान खींचू पिछले हजार पन्द्रह सौ वर्षों की तरफ । रामानुज से लेकर दयानन्द तक जितने भी लोग हुए, वसवन्ना हुए, महाबीर हुए, गुरु नानक हुए, कबीर हुए, सब ने इस देश को जोड़ना चाहा, सब ने इस देश से जातिपांति को खत्म करना चाहा, लेकिन अन्त में वे एक एक सम्प्रदाय को छोड़ते चले गये। इन सब का कोई इलाज हमें निकालना है । अर्थ के हिसाब से, मन के हिसाब से, हमारा देश टूटा हुआ है, गरीबी और अमीरी में इतना फर्क है, ऊंची और छोटी जाति का इतना फर्क है कि अब हम को बुनियादी तौर पर कोई न कोई रास्ता निकालना पड़ेगा । और इसीलिये मैंने कहा कि हिन्दुस्तान की रेलगाड़ियों में तीसरे दर्जे के अलावा सभी दर्जों को खत्म करो ताकि इस टूटे हुए देश में, गरीबी और अमीरी के इतने बड़े फर्क के देश में, कहीं कोई इलाज तो आ सके ।

इस बात को उठाते हुए मैं आप का ध्यान इस तरफ भी ले जाना चाहता हूं कि आज जितने भी हमारे यहां इन्तजाम हैं, रेलगाड़ियों के सारे प्रशासन को ले लीजिये, उस में जो आमदनी का फर्क है, खर्च का फर्क है, महंगाई भत्ता वगैरह का जो फर्क आ जाया करता है, क्योंकि आखिर जितने भी अनुदान होंगे वे पुरानी शैली पर ही तो चलेंगे, वह बजाय इसके कि देश को जोड़ें, देश को तोड़ते चले जा रहे हैं, अर्थ और जाति के हिसाब से । तो अर्थ और जाति के इस फर्क को मिटाने के लिये जरूरी हो गया है कि हम कोईग रम कदम उठायें । यहां कोई छोटी मोटी चीजों से काम चलने वाला नहीं है । इसलिये मैं ने यह प्रस्ताव रखा था । आज इस प्रकार विदेशों के उदाहरण दे देना मतलब नहीं रखता क्योंकि दुनिया का कोई देश इतना टूटा हुआ नहीं है जितना कि हिन्दुस्तान टूटा हुआ है । अगर इन सब की कड़ी आप बनायेंगे तो देखेंगे हर एक दिशा में ऐसा ही है ।

इस के साथ मैं कह देना चाहता हूं कि पांच वर्ष से लेकर ११ वर्ष तक के जितने बच्चे हैं, चाहे राष्ट्रपति का बच्चा हो चाहे भंगी का बच्चा हो, सब को एक ढंग के स्कूल में जाना चाहिये । अगर हम इस तरह के कुछ कदम उठायेंगे तब हम अपने देश को बना पायेंगे और इसी पृष्ठभूमि में मैं ने आप के सामने हिन्दुस्तान का इतिहास रखा है हजार पन्द्रह सौ वर्षों का । और इसी पृष्ठभूमि में आप को भी देखना चाहिये मेरे सुझाव को ।

मैं बहुत जोर से कहना चाहता हूं कि मेरे इस सुझाव को माननीय सदस्यों ही न टाल दें और न रेल मंत्री इस को टाल दें । उन को मेरे इस सुझाव पर बहुत गौर से सोच विचार करना चाहिए । मैं नहीं कहता कि वे हमेशा के लिये ऐसा करें । हो सकता है कि दस, पन्द्रह या बीस वर्ष के बाद हिन्दुस्तान की माली हालत इतनी सुधर जाये कि गरीब आदमी के पेट में अन्न जाने लगे और उसका स्वाभिमान भी जगजाय और रेलगाड़ियों के नौकर लोग, जैसे कि समझ लीजिये की सफैये हैं, जैसे गार्ड हैं, कंडक्टर हैं, वे लोग आदमियों के कपड़े

[डा० राम मनोहर लोहिया]

और चेहरे को देख कर नहीं बल्कि इन्सान को देख कर खिदमत किया करें। जब ऐसी सूरत हो जाये पन्द्रह, बीस, तीस वर्षों बाद तब अगर आप और दर्जे ले आना चाहें तो ले आयें। इस सम्बन्ध में यह तर्क देना कि हमें विदेशी यात्रियों के लिये सुविधायें करनी हैं, इसलिये हम एअर कंडिशन करते हैं या पहले दर्जे लगाते हैं, ठीक नहीं है। इसके लिये मैं साफ जवाब दिये देता हूं कि विदेशी यात्रियों के लिये अलग से दर्जे बना दिये जायें। चूंकि उन से आप को फारेन एक्स्चेन्ज उपार्जन करना है इसलिये अलग डब्बे लगा दिये जायें लेकिन नियम हो जाना चाहिये कि कोई भी देशी आदमी, हिन्दुस्तानी उन ऊंचे दर्जों में चल नहीं पायेगा। इस से मन के अन्दर और समाज के अन्दर एक जबर्दस्त मनोवृत्ति पैदा होगी। आज तो कुछ ऐसी मनोवृत्ति हो गई है कि पचास लाख बड़े लोगों के अलावा किसी को इस देश में सुविधायें मिल ही नहीं पाती हैं। रेलवे का इतना बड़ा महकमा है, इस में १२ या १४ लाख आदमी काम करते हैं यह सब किस के लिये हैं। ४४ करोड़ आदमियों के लिये हैं। लेकिन मैं बड़े जोर से कहना चाहता हूं कि यह १२ या १४ लाख आदमी ४४ करोड़ लोगों की सेवा न कर के जो बड़े लोग हैं उन्हीं की सेवा तक सीमित रह जाते हैं। यह चीज कब बदलेगी, कहां बदलेगी, कैसे बदलेगी। मैं ने मिसाल दी, जैसे हम लोग हैं, मैं खुद अपने अनुभव से आप को बतलाता हूं कि रेलगाड़ियों में जितने नौकर होते हैं, गार्ड, कंडक्टर, सफैये, वे ध्यान देते हैं सिर्फ एअर कंडिशन या पहले दर्जे के यात्रियों की तरफ, और उन में भी जो मेरे जैसे लोग हैं, उन के लिये समझते हैं कि यह लोक सभा के सदस्य हैं, कहीं जा कर इन बातों की चर्चा न कर दें, इसलिये उनकी तरफ ध्यान देते हैं। साधारण जनता के डब्बों की सफाई नहीं होती। यह चीज आखिर कैसे बदलेगी। भाषणों से तो नहीं बदलेगी न और किसी तरीके से बदलेगी और न कोई इधर उधर छोटे मोटे दर्जों के यात्रियों को सुविधा देने से बदल जायेगी। यह तो तभी बदलेगी जब तीसरे दर्जे के अलावा बाकी सब दर्जे खत्म कर दिये जायें जिसमें अगले दस, पन्द्रह, बीस वर्ष तक के लिये बड़े और छोटे सभी लोगों को एक ही ढंग से चलना पड़े।

इस सम्बन्ध में यदि रेलव मंत्री तीसरे दर्जे में चलना शुरू कर दें, या उपाध्यक्ष महोदय, आप चलना शुरू कर दें, या जो कुछ बड़े लोग हैं, बड़ साधू सन्त हैं, बड़े महात्मा हैं, उन्होंने जो कुछ कहा है उस को ले कर मेरे जैसे आदमी खुश हो जाया करते हैं, कबीर की सूक्तियों को ले कर खश हो जाया करते हैं, वे चलना शुरू कर दें तो उस से नतीजा क्या निकलेगा। कबीर निकले थे समाज को जोड़ने, हजारों सम्प्रदायों को एक करने, लेकिन अन्त में परिणाम यह हुआ कि हजारों सम्प्रदायों की जगह कबीरपन्थी अपना एक सम्प्रदाय और जोड़ते चले गये। इसलिये मैं कहता हूं जाति की ऊंच नीच को खत्म करने के लिये, अर्थ और पैसे के, खर्च की ऊंच नीच खत्म करने के लिये या कम करने के लिये। एक बात मैं जोड़ दूं। मैं कम करने के लिये कहता हूं। खत्म करने के लिये मैं अब भी इतने जोर से नहीं कहता हूं। ऐसा हो जाये जैसा कि रूस में है, जैसा कि इंग्लैंड में है कि सीमा के अन्दर गैर-बराबरी आ जाये। इसलिये मैं कहता हूं कि कुछ अर्से के लिये तीसरे दर्जे के अलावा सब दर्जे खत्म कर दिये जायें।

श्री हिम्मतसिंहका (गोड्डा) : उपाध्यक्ष महोदय, रेलवे बजट के सम्बन्ध में बहुत सी बातें बहस के समय में बोली गई हैं। मैं कुछ बातों के सम्बन्ध में अपने इलाके के बारे में बोलना चाहता हूं। गत वर्ष संथाल परगना का जो बहुत बड़ा एरिया है उस इलाके के बारे में कहा गया था। वह ऐसी जगह है जहां पर यातायात की सुविधा नहीं है और लोगों को काफी तकलीफ होती है। खास कर

गोड्डा सब डिवीजन ऐसी जगह है जहां पर कि कोयला की खानें भी हैं और गल्ला भी पैदा होता है । लेकिन लोगों को यातायात की सुविधा नहीं है । पहले एक दफे ऐसी बात हुई थी कि पीर पैंती से एक रेलवे लाइन सन्थाल परगने के एक हिस्से तक जाये, लेकिन पांच, छः या आठ वर्ष हो गये हैं, इस बात पर कुछ ध्यान नहीं दिया गया है । गत वर्ष भी मैं ने सदन में कहा था कि कम से कम एक काम किया जाये कि गोड्डा में एक आउट एजेंसी कायम कर दें जिससे कि माल आने जाने में सुभीता हो जाये और लोगों को माल आसानी से मिल सके । रेलवे मंत्री ने कहा था कि आप किसी सज्जन का नाम दें जो कि इस काम को करने के लिए तैयार हो । मैं ने उस आदमी का नाम भी भेज दिया था जो कि इस काम को करने के लिए तैयार है ।

14 hrs.

एक माननीय सदस्य : उसका नाम क्या है ?

श्री हिम्मतसिंहका : उनका नाम सत्यनारायण है और वह गोड्डा के रहने वाले हैं ।

इस आउट एजेंसी के कायम करने से रेलवे को कोई नुकसान नहीं होगा पर लोगों को इससे बड़ा फायदा हो जायेगा । मेरा उन से सुझाव है कि इस तरफ खास तौर से ध्यान दिया जाये ।

एक और बात मैं ने पहले भी कही थी और आज भी कहता हूं । बड़े अफसोस की बात है कि बड़े बड़े स्टेशनों तक पर मैं ने देखा है कि पानी की कलें हर दम खली रहती हैं और पानी यहता रहता है । उनकी तरफ कोई अफसर ध्यान नहीं देता । मैं ने यह पटना में देखा, दिल्ली में भी देखा, और करीब-करीब हर स्टेशन पर यही दशा है । इस तरफ ध्यान दिया जाना चाहिए ।

इसके अतिरिक्त मैंने देखा है कि सफाई की बड़ी अवहेलना है । प्लेटफार्म तो पहले से ज्यादा साफ रहते हैं, लेकिन शौचालयों की ओर कोई ध्यान नहीं देता । स्टेशन के कुली आदि ही उनको गन्दा करते हैं । अफसर लोग इस तरफ कोई ध्यान नहीं देते । यह ठीक है कि पहले से उन्नति है लेकिन इस तरफ ध्यान देने की बहुत आवश्यकता है ।

मैं समझता हूं कि रेलवे में टिकटलैस ट्रेविल काफी बढ़ रहा है । मैं पहले देखता था कि समय-समय पर चैकिंग हुआ करती थी, लेकिन अब मैं देखता हूं कि कोई टिकट देखने वाला ही नहीं है । . .

Mr. Deputy-Speaker: Ticketless travel has nothing to do with the Supplementary Demands for Grants.

Shri Himatsingka: That means loss of money.

Mr. Deputy-Speaker: It is not a general discussion on the Railway Budget. This is not relevant.

Shri Himatsingka: I am suggesting that the officers do not check ticketless passengers and, therefore, there is loss of money. Action should be taken in that direction also. Thank you.

Shri A. P. Sharma (Buxar): Mr. Deputy-Speaker, Sir, while speaking on the Railway General Budget in this House, I congratulated the Railway Ministry for presenting a surplus budget and I again like to congratulate the Ministry for the same. On these Supplementary Demands for Grants, I want to make out a few points particularly in connection with two or three items that have been mentioned as main reasons for incurring some of the expenses. If one looks to the Supplementary Demands, in every Demand that has been put up, there is one headline "Charged Expenses" and the reason shown is that charged expenditure represents payments aris-

[Shri A. P. Sharma]

ing from court decrees or awards by arbitrators. This is the reason given

The other day, while speaking in this House on the Excess Demands for Grants of the Railway Ministry, I pointed out that there are two departments in the Railway Ministry. One is the Accounts Department and the other is the Law Department. I do not know how efficiently they are functioning. Lot of expenses are incurred by the Railway Ministry on these two Departments. I also pointed out that as regards one of these two Departments, that is, the Accounts Department, on account of a large number of higher grade posts and the chances of promotions for the officers being more than in other departments of the Railway Ministry, the other departments have become envious of this department. This department is mainly responsible to see that there should not be any acts of commission or omission on account of which the Railway Ministry should make such payments as mentioned under the head "Charged". The Law Department is also equally responsible to see that before such occasions for payments arise, no mistake is allowed to be committeed. I would request the hon. Deputy Minister for Railways and the Ministry of Railways to examine and see as to who are the people responsible for such payments. One thing is particularly very interesting to know, which I would like to point out that in cases of most of these awards the arbitrators are the Railway officials. I do not know what will happen if outside arbitrators are appointed to decide such cases. I am sure that outside arbitrators will definitely make the Railway pay more than what they are paying today. Why I am saying this is because of my own experience I find that the number of cases that go against the Railway in various courts in the country are large. The Railways lose a large number of such cases and there are very few cases where the Railways win. Therefore, I say, if arbitrators are outside persons the Railways will have to make more payment.

The second point that I would like to make out in this connection is this. One of the items mentioned is the expenses incurred on account of payment of more dearness allowance and compensatory house rent allowance to the Railway employees. I would like to draw the attention of the Railway Ministry to one of the most important recommendations of the Pay Commission where they have recommended that besides the cities where on the population basis the compensatory house rent allowances are paid, there may be concentration only of the Railway employees. In places, like, Mughalsarai and so many other places which may not be very big cities but on account of the concentration of Railway employees the cost of living index is very high. It is also very difficult to get housing accommodation so much so that the Railway employees are housed in a very small number and it is not possible for them, even on higher payment, to acquire housing accommodation. Therefore, the Pay Commission has recommended that in such cases also the Railway Ministry should find out ways and means as to how to compensate the Railway employees in this regard.

I would like to make only one more point and that is regarding the welfare measures which is also one of the items for the Supplementary Demands for Grants. Regarding the welfare measures, I would like to touch only two departments. One is the medical department about which also the expenditure demanded had been mentioned here, the reason shown is "including cost of the related hospital and other staff". In this connection, I would like to point out that recently in the Railway hospitals they have given up the old system of distributing the medicines. Now the prescriptions are collected from the employees. Whatevr prescriptions are given to

the employees, after serving the medicines, are collected and they are not handed over to the employees back. The result is that the next day if the particular railway employee wants to consult any other doctor, he has got nothing in his possession to show what medicines were prescribed, whether they were right or wrong, and whether something more is required.

I think the demands include the cost of the hospital and other staff, that means the staff connected with the railway hospital, the dispensers, compounders etc. I would like to point out in this connection that in some of the divisional medical hospitals in the railways, the dispensers are used as medicine issuers only for issuing medicines from the stores of the railway medical department, although they are fully qualified dispensers who could be hardly used for that purpose. Perhaps the reason assigned by the railways for this is that the people who issue medicines from the stores are also required to have some knowledge of the medicines supplied in these hospitals.

The problem of the education of the children of railway employees also comes under the head of labour welfare. I have gone through the reply of the hon. Railway Minister in this House and the other House regarding arrangements made by the railways for the education of the children of the railway employees. I myself touched this point while speaking on the Railway Budget. The time has come when the whole educational policy of the Railway Ministry should be reviewed, and it should be changed, because for 12 lakhs of permanent railway employees and about four lakhs of temporary and casual labourers, making a total of about 16 lakhs of railway workers in this country, there are very few schools run by the railway administration, and they are mostly primary schools. Is it intended that the children of the railway employees should have education only up to the primary standard, and that they should not go in for higher studies? If that is not the intention, it is absolutely necessary that the railways should start a chain of schools of their own, because nowadays because of the frequent transfer of the railway employees from one station to another, it is very difficult for them to get admission of their children in schools. The railway administration should, therefore, not only be content with running primary schools, which are very few in number. The railway have got more than 5,000 stations in the country, and the number of schools is hardly 600 or 700, I do not remember the exact number. Therefore, it is absolutely necessary that at every station, in each colony of railwaymen, there should be primary schools; and the railways should have higher secondary schools and colleges of their own for the education of the children of the railway employees, if they want that their employees should be contented and that one of their most important problems in life should be solved.

श्री यशपाल सिंह (कैराना) : उपाध्यक्ष महोदय, इस वक्त रेलवे के जो कर्मचारी हैं उन में क्लास ४ के लोग इस वक्त बहुत तंगदस्ती में अपनी जिंदगी गुजार रहे हैं। इस महंगाई के जमाने में जिंदा रहने के लिए और अपने बच्चों को पढाने के लिए वे काफ़ी वेतन नहीं पा रहे हैं। उनके लिए क्वार्टर्स का इन्तजाम करना यह सब से बड़ा और जरूरी काम है। ऐसी दुनिया में कोई रेलवे नहीं है जो कि अपने कर्मचारियों को नौकरी तो दे लेकिन उनको रहने के वास्ते जगह न दे। इसलिए सब से पहली तवज्जह रेलवे मंत्रालय को अपने क्लास ४ कर्मचारियों के वास्ते क्वार्टर्स का बन्दोवस्त करने की है।

दूसरा मेरा सुझाव यह है कि आप एम० ए० तक जो परीक्षा लेते हैं उसमें तो हिन्दी को हिन्दुस्तानी को मीडियम रक्खा है लेकिन एक मामूली बुकिंग क्लर्क को रखने के लिए और मामूली से किसी एक एकाउंटेंट को रखने के लिए अंग्रेजी में इम्तिहान लिया जाता है। उसका मीडियम अंग्रेजी होता है। यह अंग्रेजी

[श्री यशपाल सिंह]

का मीडियम बन्द होना चाहिये और उसको अपने जो प्रदेश की लेंग्वेज हो, चाहे हिन्दी हो, उर्दू हो, बंगला हो या चाहे गुरुमुखी हो, उस प्रदेश की जो जबान हो वह जबान ही ऐसे इम्तिहानों का मीडयम होनी चाहिए अंग्रेजी नहीं । यह एक बहुत बड़ी ज्यादती इस वक्त हो रही है कि एम० ए० और आई० ए० एस० तक तो हिन्दी का चलन है जो कि हमारे मुल्क की जबान है लेकिन इस तरह के छोटे इम्तिहानोंमें अंग्रेजी का चलन रहे।

एक अन्य सुझाव मैं यह देना चाहता हूं कि अभी रेलवे ऐक्सीडेंट्स के इन्सपैक्टर का दफ्तर शिमले में है। अब शिमले में उसका दफ्तर होने से नुकसान यह होता है कि दिल्ली तक आने में उस बेचारे को १५-१६ घंटे लग जाते हैं । इसलिए यह उचित होगा कि रेलवे ऐक्सीडेंट्स के इंसपैक्टर का दफ्तर शिमला से हटा कर यहां दिल्ली में जो कि सेंट्रल प्लेस है, ले आया जाये ताकि उसको आने जाने में दिक्कत न हो और मौके पर पहुंचने में अभी जो उसे २०, २० और २४, २४ घंटे की देर हो जाया करती है वह न होने पाये ।

रेलगाड़ियों के स्टेशनों पर स्टौपेज के बारे में मेरा निवेदन यह है कि उनका स्टौपेज वहां उन स्टेशनों पर होने वाली टिकटों की बिक्री को ध्यान में रख कर करना चाहिए। अब चंडक स्टेशन हमारा पड़ता है । वहां पर टिकटों की सब से ज्यादा बिक्री होती है क्योंकि बिजनौर को जाने वाले लाखों आदमी हर साल वहां से सफर करते हैं । चंडक स्टेशन के ऊपर हावड़ा ऐक्सप्रैस नहीं रुकती है जो कि देहरादून से हावड़ा तक जाती है । यह चंडक स्टेशन लखनऊ और देहरादून के रास्ते में पड़ता है । यहां पर ऐक्सप्रेस गाड़ी नहीं रुकती है हालांकि इस स्टेशनपर टिकटों की बिक्री बहुत अधिक होती है और वह उन स्टेशनों के मुकाबले में जहां कि गाड़ी रुकती है, यहां की टिकटों की बिक्री २०, २५ गुना अधिक होती है । इस स्टेशन से बिजनौर को जाने वाले लाखों आदमी हर साल सफ़र करते हैं । जहां दिल्ली से लखनऊ से और देहरादून के लाखों आदमी हर साल आते जाते हैं उस स्टेशन के ऊपर इस गाड़ी का रुकना सवेरे शाम बहुत जरूरी है जो कि देहरादून से हावड़ा तक जाती है और लखनऊ से हरद्वार तक जाती है ।

जहां तक फ्यूल का सवाल है आज जब कि हमारे देश को आर्डिनेंस फैक्टरीज में हथियार बनाने के लिए और एग्रीकल्चर के क्षेत्र में ट्यूबवेल्स आदि लगाने के लिए बिजली की पावर की बहुत अधिक जरूरत है तब यह बिजली से रेलें चलाना देश के लिए अधिक फायदेमन्द साबित नहीं हो सकता है। आज के समय वही ट्रेनें देश को फायदा पहुंचा सकती हैं जो कि डिजेल से चलती हैं और जो कि कोयले से चलती हैं । आज हमें आर्डिनेंस फैक्टरीज में पावर की जरूरत है । जहां कि हमें बम बनाने हैं, पिस्तौलें भी तैयार करनी हैं, राइफलें भी तैयार करनी हैं और डिफेंस के लिए हमें और भी आवश्यक सामान तैयार करना है । इसी तरह से इर्रीगेशन परपजेज के लिए बिजली चाहिए, ट्यूबवेल्स आदि लगाने के लिए बिजली चाहिए तो ऐसी हालत में बिजली से रेलें चलाना देश के लिए लाभप्रद नहीं होगा । आज देश को दो चीजों की सब से ज्यादा जरूरत है, एक अनाज पैदा करने की और दूसरी देश की रक्षा करने की ।

यह जो आपकी शाहदरा सहारनपुर रेलवे है इसकी हालत बड़ी असन्तोषजनक है । इसका नेशनलाइजेशन होना चाहिए । इससे लोगों को बड़ी परेशानी होती है । इसके अलावा सांपला और कैराना जैसे स्टेशनों के ऊपर ऐसा इन्तजाम हो ताकि आज जो बुक हुआ सामान बीस, बीस दिन तक पड़ा रहता है और रेलवेज को भी नुकसान होता है वह न हो ।

रेलवे मंत्रालय को इनक्वायरी क्लर्क्स जो कि दरअसल १८, १८ घंटे काम करते हैं उनको नाइट ड्यूटी एलाउंस देना चाहिए । आज उनको जो पैसा मिलता है वह सिर्फ ८ घंटे के काम करने का मिलता है जब कि उनको काम १८, १८ घंटे करना पड़ता है । इसलिए उनको नाइट ड्यटी एलाउंस दिया जाय । रुड़की स्टेशन जो कि हरिद्वार और देहरादून के बीच में पड़ता है और उसकी जो मिलैटरी इम्पोर्टेंस है वह किसी से छिपी नहीं है, वहां पर घोड़ों, तांगों और टैक्सी वालों आदि के खड़े होने के लिए कोई शैड का बन्दोबस्त नहीं है । वहां पर रात के अन्धेरे में, वर्षा के दौरान या धूप से बचने के लिए बन्दोबस्त होना चाहिए । एक शेड वहां पर बनना बहुत जरूरी है ताकि घोड़े, तांगों, टैक्सियों और रिक्शेवालों को जो कि वहां रहते हैं उनको सहूलियत हो जाय । इसलिए वहां पर शेड बनाया जाना बहुत जरूरी है ।

रेलवे मंत्रालय को थर्ड क्लास के मुसाफ़िरों के लिए अधिक सुविधा देने का बन्दोबस्त करना चाहिए । उसको यह नहीं भूलना चाहिए कि उसको इन लोगों से १ अरब रुपये से ज्यादा की आय होती है । आज उनके लिए कोई सुविधा नहीं है । फर्स्ट क्लास पैसेंजर्स जिनसे कि रेलवेज को थोड़ी आय होती है उनको तो सब सहूलियतें होती हैं लेकिन जिनसे कि उसे कहीं अधिक आय होती है उनकी ओर उपेक्षा ही बर्ती जाती रही है । मैंने तो यह भी देखा है कि तीसरे दर्जे के टिकट तो जारी कर दिये जाते हैं लेकिन उन टिकट होल्डर्स के बैठने के लिए कोई जगह सुलभ नहीं होती है । अगर आप टिकट देते हैं तो उनको सीट भी तो आपको प्रोवाइड करनी चाहिए । आप कहते हैं कि करीब ५० लाख आदमी रेलवे पर रोजाना सफर करते हैं । अब जब आप पचास लाख टिकट रोज ईश्यू करते हैं तो ५० लाख सीट्स भी रेलवेज को मुहैय्या करनी चाहिएं । दिक्कत यह हो जाती है कि सफर करने वाले तो ४५ लाख हो जाते हैं और सीटें रेलवे में केवल २० या २५ लाख ही होती हैं । इसलिए इस ओर मंत्रालय को ध्यान देना चाहिए ।

रेलवेज ने काफी काम किया है और मैं उसे इग्नोर नहीं करना चाहता । आज जब कि देश के ऊपर संकट है तो रेलवे डिपार्टमेंट की सब से बड़ी सर्विस हमें मिल रही है और मैं इसके लिए रेलवे बोर्ड के चेअरमन साहब को मुबारकबाद दिये बग़ैर नहीं रह सकता जिन्होंने कि अच्छा काम करके दिखलाया । ही रोज टु दी उकैजन । उन्होंने वह काम किया जो कि एक स्वतन्त्र देश के नागरिक को करना चाहिए । मैं मिनिस्टर साहब को भी इसके लिए मुबारकबाद देता हूं । फोर्थ क्लास के कर्मचारियों के पारिश्रमिक में बढ़ोतरी की जाय । थर्ड क्लास के मुसाफिरों की सुविधा का बन्दोबस्त किया जाय । इसके अलावा ख़ासतौर से चंडीगढ़ स्टेशन जो कि एक बहुत ही मशहूर स्टेशन है और जहां कि उन स्टेशनों के मुकाबले जहां कि स्टौपेज है, २०, २५ गुना अधिक टिकटों की बिक्री होती है, उस स्टेशन पर भी गाड़ी रुकनी चाहिएं । इन शब्दों के साथ मैं इन सप्लीमेंटरी मांगों का समर्थन करते हुए चाहता हूं कि हाउस इन्हें मंजूर कर ले ।

Shri P. Venkatasubbaiah (Adoni): Sir, I once again congratulate the Ministry for the admirable work done in running the railways and in the provision of passenger amenities. While paying my tribute, I wish to say that I entirely agree with Mr. Sharma who laid emphasis on educational and medical facilities for railway servants. It is no exaggeration to say that hospitals run by the railway department are more popular than the State Government hospitals or local board hospitals. In Guntakal for instance, people living in the town go to the railway hospital for medical treatment. In that way the railway administration has been doing good service not only to its own employees

[Shri P. Venkatasubbaiah]

but also to other common citizens. But the popularity of railway hospitals depends upon the doctors who are posted there. A popular doctor working at Guntakal has been unnecessarily transferred to some other far-off place resulting in great hardship to the people, in spite of the wishes of most of the railway employees there. All these facts should be borne in mind when posting and re-posting such popular doctors.

If railway employees are transferred from place to place in the middle of the school year, they find it very difficult to find places for their children in schools. The Railways themselves should run educational institutions to serve such people; that will also serve the purpose of national integration because people belonging to various parts of the country will be found there and such educational institutions will serve the cause of national integration much better.

Guntakal is an important railway junction and they should start a college there as thousands of railway employees work there and the college could cater to the needs of the employees in that division. If we record our complaints in the complaints book about the passenger amenities such as water and other facilities, it takes long correspondence and much more time; immediate action could be taken. In Rungapuram, a station between Dronachalam and Vijayawada, people and passengers especially are not getting drinking water. Such amenities should be provided. From Adoni to Bombay the third class passengers find it difficult to have sleeping arrangements in the coaches that are attached to Bombay-Madras Mail or express. The local passenger association advisory committee requested the Government to put some additional third class coaches.

I am happy that slowly the railways are realising the desirability of departmental catering where there was private contractor's catering. Secunderabad is an important station but it is still being catered by private contractor: the position there is thoroughly bad. The sooner departmental catering is introduced, the better.

The efficiency bureau conducted surveys in 1950 and it says that there had been a phenomenal increase in the workload index of different railways, particularly in the southern, central and norther ones. The average is 160, while it has gone up to 205 in the southern, to 200 in the northern and 195 in the central zones. There is bound to be administrative inefficiency. It is time the railway administration took a decision to create at least two more railway zones so that more amenities could be given to the passengers and the railways also could be run more efficiently.

Mr. Deputy-Speaker: Mr. Trivedi.

Shri Hari Vishnu Kamath (Hoshangabad): Sir, I think when my hon. colleague Mr. Trivedi speaks, there should be quorum in the House.

Mr. Deputy-Speaker: Let the Bell be rung—there is quorum now.

Shri U. M. Trivedi: Sir, I will not take much time of the House. But looking at the supplementary demands I have felt that I should make a special reference to these medical facilities that are being provided. Sir, it is high time that arrangements were so made for affording medical facilities to the railway employees that the doctor should not make use of his position only to grant leave certificates but he must also be a man who will be able to render medical help. Very recently there was an occurrence at Khambli Ghat when the child of one Class IV employee was dying, and a request was made to the doctor. But the doctor refused to attend on one ground or another, with the net result that the child died. At far-off places where medical facilities are not available

and medical attendance has to be urgent, such callous attitude on the part of the doctors is to be highly deprecated, and the Ministry should look into this matter.

The other matter to which I would like to make a pointed reference is this. Last time, during the general discussion of the Railway Budget, I had brought it to the notice of the Railway Ministry that there is not much uniformity available in the railway administration. To give an illustration, I find that the station-master at Ahmedabad metre-gauge section who attends to twenty-six trains gets less salary than the person on the broad gauge who attends to thirteen trains. This anomaly must be remedied. When things are brought to the notice of the administration they must be judged in the proper perspective, and the complaint must not be thrown into the waste-paper basket....

The third thing which strikes me as very strange is that in the enquiry offices the men who are posted as enquiry officers do not know the language of the place where they are posted. Recently I had an occasion of going to Ahmedabad where I found that the man at the enquiry office, on the side where the general public is Gujarati who come and make enquiries, was a young Punjabi boy who never understood the language of the men making the enquiries, with the net result that neither the man who answered nor the one who wanted the answer could understand each other. So at least in these positions men knowing the local language must be posted.

These are of course small things. But I take this opportunity of drawing the attention of this House and of the Ministers concerned to this point that these small affairs go a long way in creating proper amenities for the employees as well as the public at large, and I hope the Ministers will apply their minds to them.

डा० महादेव प्रसाद (महाराजगंज): उपाध्यक्ष महोदय, सामान्यतः इन मांगों का समर्थन करते हुए मैं आपका ध्यान कुछ बातों की ओर आकर्षित करना चाहता हूं ।

इन मांगों में नई रेलवे लाइनों के लिए रुपया मांगा गया है । इस सन्दर्भ में मैं निवेदन करना चाहता हूं कि रेलवे मंत्रालय का ध्यान पिछड़े हुए क्षेत्रों की उन्नति की ओर नहीं गया है, यह बहुत ही दुःख की बात है । मैं आपके सामने अपने क्षेत्र का एक उदाहरण रखना चाहता हूं। पिछली बार जब पूर्वोत्तर रेलवे की बैठक हुई थी उस वक्त हमारे रेल मंत्री जी ने उसकी अध्यक्षता की थी । उस वक्त मैंने उनका ध्यान गोरखपुर से महाराजगंज ठूंठीबारी और निचलौल को रेलवे लाइन से जोड़ने की ओर खींचा था । एक प्रकार से यह पूरी की पूरी एक तहसील रेलवे लाइन से बिल्कुल अविच्छिन्न है । यह क्षेत्र नेपाल की सीमा पर स्थित है और अगर यहां पर रेलवे लाइन बिछा दी जाए तो सामरिक तौर पर यह इलाका सुदृढ़ हो सकता है । इसमें चावल अच्छा पैदा होता है, गन्ना अच्छा पैदा होता है । यहां पर रेलवे लाइन अगर बिछ जाए तो इस इलाके की आर्थिक प्रगति हो सकती है यह इलका समुन्नत हो सकता है । मैं चाहता हूं कि इस ओर माननीय मंत्री जी ध्यान दें ।

अब मैं आपका ध्यान प्रशासन के लिए जो मांगें रखी गई हैं, उसकी ओर आकर्षित करना चाहता हूं । अभी हमारे एक मित्र ने बहुत ठीक कहा है कि रेलवे प्रशासन में बुनियादी परिवर्तन करने की आवश्यकता है । जहां पर बड़े अफसर रहते हैं, उनके दफ्तरों में क्लर्कों की भरमार रहती है जो कि बहुत कम वास्तव में काम करते हैं । अफसर तो फाइल पर दस्तखत करके एक जगह से दूसरी जगह ही उसको भेज देते हैं । लेकिन छोटे दफ्तरों में जहां छोटे अफसर होते हैं वहां पर क्लर्कों का तादाद भी कम होती है और वहां पर सही मानों में पूरे विस्तार में

[डा० महादेव प्रसाद]

उनको काम करना पड़ता है । यह जो चीज है यह बदलनी चाहिये । इस गारे में अवश्य परिवर्तन लाने की कोशिश होनी चाहिये ।

फाइलों के रख रखाव का जो तरीका है वह भी बहुत गलत है । पता नहीं किस तरह से फाइलों का डिसैंट्रलाइजेशन इस हद तक बढ़ गया है कि अगर एक स्टेशन खोलने की बात होती है तो स्टेशन के नक्शे की फाइल तो एक आदमी रखता है तथा उसमें जो और सुविधायें देने की बात होती है, वह फाइल दूसरा आदमी रखता है । अगर उस स्टेशन के बारे में जानकारी हासिल करने की जरूरत महसूस होती है तो उसको हासिल करने में महीनों लग जाते हैं । इस तरह से अलग अलग आदमी रख दिये गये हैं कि चिट्ठी तो एक आदमी भेजता है और कोई दूसरा ही उसका रिमाइंडर भेजता है । आपको सुन कर आश्चर्य होगा कि एक बार ऐसा हुआ कि चिट्ठी तो गई नहीं, रिमाइंडर उसके पहले ही पहुंच गया । यह इसलिए हुआ कि अलग अलग आदमी उसके लिए जिम्मेदार हैं ।

अभी हमारे एक मित्र ने रेलवे में जो ला डिपार्टमेंट है उस के सिलसिले में कुछ बातें आप के सामने रखी हैं । ला डिपार्टमेंट भी एक अजीब डिपार्टमेंट है रेलवे का । रेलवे क्लेम्ज या दूसरे जो केसेज होते हैं उन के लिए ला सुपरिन्टेन्डेन्ट या असिस्टेंट रखे जाते हैं । उन का काम कोई अदालत में जा कर बहस करना नहीं होता है । जो वकील कांट्रैक्ट पर रखे जाते हैं उन की मदद में वे जाते हैं । मुझे यह बात बहुत गलत मालूम होती है कि जो ला असिस्टेंट या ला सुपरिन्टेन्डेन्ट रखे जाते हैं उन का काम वैसा ही हो जैसा कि किसी वकील के मुंशी का होता है । उससे ज्यादा वे कोई काम नहीं करते हैं । यह जब हालत होती है तो इससे एक तो रेलवे का पैसा बरबाद होता है । और दूसरे जवान वकीलों का जीवन भी नष्ट हो जाता है क्योंकि उनको कभी भी मुकदमे का चार्ज या पैरवी करने का तजुर्बा नहीं आता है । इस तरह से राष्ट्रीय क्षति होती है, रेलवे को भी क्षति होती है । इस ओर आपका ध्यान जाना चाहिये ।

अभी हमारे एक माननीय मित्र ने रेलवे में जो मैडीकल सुविधायें दी जा रही हैं, उन का जिक्र किया है । मैं मानता हूं कि हमारे रेलवे के जो अस्पताल हैं वे बहुत अच्छा काम करते हैं उन की अच्छी ख्याति है लेकिन जो लोग डाक्टरों से सुविधा या सहायता लेना चाहते हैं उन के बारे में एक अजीब बात हम को अपनी पूर्वोत्तर रेलवे में देखने को मिली है । अगर कोई कर्मचारी गोरखपुर के पास के मानीराम स्टेशन पर बीमार होता है और उस को मैडीकल सर्टिफिकेट लेना होता है तो वह सर्टिफिकेट गोरखपुर के अस्पताल में आ कर नहीं ले सकता है बल्कि उस के लिए उस को नौगढ़ जाना पड़ेगा जहां जाने में उस को आधा दिन लगेगा और दूसरा आधा दिन वापिस लौटने में लगेगा । इस से एक तो कर्मचारी को असुविधा होती है मेडिकल सर्टिफिकेट लेने में दूसरे जो काम पास की जगह पर हो सकता है, उस के लिए उस की दूसरी दूर की जगह पर जाना पड़ता था और वहां जा कर सर्टिफिकेट लेना पड़ता है और तीसरे इस से भ्रष्टाचार को भी प्रोत्साहन मिलता है क्योंकि डाक्टर जानता है कि मैडीकल सर्टिफिकेट लेने मेरे पास ही आएगा, दूसरे के पास जा नहीं सकता है । मैं चाहता हूं कि रेलवे कर्मचारी को छूट होनी चाहिये कि किसी भी रेलवे अस्पताल के अफसर के पास जो कि उस के घर के नजदीक हो, जा कर वह सर्टिफिकेट ले सकता है और उस सर्टिफिकेट को जायज माना जाना चाहिये । वैसे तो होना यह चाहिये कि किसी भी रजिस्टर्ड मैडीकल प्रैक्टीशनर से वह सर्टिफिकेट ले कर दे सकता है लेकिन अगर यह चीज आप नहीं कर सकते हैं तो कम से कम यह तो कर दें कि किसी भी रेलवे डाक्टर से वह

सर्टिफिकेट ले सकता है और रेलवे डाक्टर किसी भी बीमार कर्मचारी को सर्टिफिकेट देने का बाध्य रहे ।

श्री प्र० प्र० शर्मा : नीयरेस्ट ।

डा० महादेव प्रसाद : हां नीयरेस्ट रेलवे अस्पताल का डाक्टर ।

गोरखपुर रेलवे का हेडक्वार्टर है । वहां पर मेरे ख्याल में बीसों हजार कर्मचारी काम करते होंगे । मद्रास और दूसरे शहरों को आप ने बी क्लास किया है । गोरखपुर में भी रोजाना मंहगाई इत्यादि को ले कर आन्दोलन होते हैं । अभी हमारे रेल मंत्री जी वहां गए थे । उन के सामने कर्मचारियों ने अपनी बात वहां पर रखी थी । मेरी समझ में नहीं आता कि जब कि गोरखपुर में इतने कर्मचारी हैं, उन की तरफ सरकार का ध्यान क्यों नहीं जाता है । मैं यह मांग करना चाहता हूं कि और शहरों के साथ साथ गोरखपुर को भी बी क्लास का शहर कर देना चाहिये जो वहां पर सेन्ट्रल गवर्नमेंट के एम्पलाइज हैं उन को पूरी सुविधायें दी जानी चाहियें । मैं आप से निवेदन करता हूं कि गोरखपुर बहुत मंहगा शहर है । शायद वह उत्तर प्रदेश का सब से मंहगा शहर माना जाता है ।

इन शब्दों के साथ आप ने जो मुझ को थोड़ी बहुत बातें अपने क्षेत्र के सिलसिले में रखने का अवसर दिया उस के लिये आप को धन्यवाद देता हूं ।

Dr. M. S. Aney (Nagpur): Mr. Deputy-Speaker, Sir, I support the supplementary demands amounting to Rs. 350 crores which have been placed before the House for consideration. I have to make one or two observations as regards Demand No. 6 which is for Rs. 2,33,33,000. I am glad this demand is made before us, particularly because it represents the increased expenditure which the railway have to make on account of the enhanced rates of dearness allowance to lower grade Central Government employees, payment of house rent and city compensatory allowances at enhanced rates, effective from 1st January, 1964, as a result of reclassification of certain towns and cities, and so on.

With regard to one item which is the result of reclassification of towns, I am glad that effect is being given to it. On that point, I have to make one observation. For reclassification and the upgrading of towns, the only criterion now applied is population. I would like to say that the cost of living should be the criterion. Now, if a town has got 20 lakhs population or something like that, then it is upgraded. We have been contending that the question of cost of living should be the main point for consideration for upgrading the towns. In that connection, I have also mentioned that there are several towns like Nagpur where the cost of living has been found to be much higher than that in Bombay, Madras and even Calcutta. Attention has been drawn to this point by another hon. Member.

It has also been pointed out that there are railway towns, though not they may be big cities, where the railway population is congested in and around and the cost of living has been rising in those towns. So, the main point for consideration is the happiness and welfare of the employees who are living there, and that is the point which the railways should take into consideration. From this point of view, I again urge that the principle of population being the only criterion for upgrading a town or for the employees being made eligible for getting enhanced compensation and allowances should be discarded, and the real criterion, namely, the cost of living, should be taken into consideration, and effect should be given to that. That is my first point. I know the conditions of Nagpur personally, and so I mentioned that

[Dr. M. S. Aney]

town particularly as an illustration. There are other towns like that which deserve to be taken into consideration, and the same criterion should be aplied to them, namely, the cost of living.

My second point is this: The Khandwa-Hingoli line has been constructed. There were many high expections held when the line was first constructed. But I find that the line is a very slow-moving one. In regard to the timing of the trains also, they are not connected with the trains coming from the north or from the south. If this is properly arranged, this line would be more useful to the people. I only want the hon. Minister to look into this aspect of the matter.

One more point and I have done. The Nagpur-Umrer line is under construction. I want that work to be expedited, and the work on that line done more quickly, so that it will soon be completed and the purpose for which it is being laid will be fulfilled adequately.

श्री विश्राम प्रसाद (लालगंज): उपाध्यक्ष महोदय, जो सप्लीमेंटरी बजट रेलवे के सम्बन्ध में सदन के सामने पेश है उस के बारे में मैं दो चार बातें कहना चाहता हूं ।

सब से बड़ी चीज तो यह है कि रेलवे डिपार्टमेंट के किसी भी सेक्शन को आप ले लीजिये । उस में लाख की संख्या तो कोई महत्व ही नहीं रखती । पब्लिक अकाउन्ट्स कमेटी की जो रिपोर्ट आती है उस में लाखों रुपये कुछ महत्व नहीं रखते । कहीं कहीं पर जो रेल के स्लीपर पड़े रहते हैं उन में आग लग जाती है । जब पूछा जाता है कि कैसे आग लगी तो कहा जाता कि सिगरेट एन्ड्स से आग लग गई या एंजिन से उड़ कर आग लग गई : मैं ने पूछा कि आखिर वह स्लीपर कितने फासले पर रक्खे हुए थे रेलवे ट्रेक से तो पता लगा कि २०० गज दूर या २५० गज दूर थे । मैं नहीं समझता कि २०० गज दूर पर कसे सिगरेट एन्ड्स के गिरने से आग लग जाती है । इसी तरह से सर्प्लस स्टाक रेलवे के पास पड़ा हुआ है, और बहुत सालों से पड़ा हुआ है, जिस में काफी रुपया सरकार का या पब्लिक का, जो भी कहिये, फंसा रहता है । अगर रेलवे इन सब मामलों में एकानामी रक्खे तो मैं समझता हूं कि जितनी सप्लीमेंटरी डिमान्ड्स बजट की सदन के सामने पेश होती है उन में से बहुत कुछ को बचाया जा सकता है ।

कुछ मैं अपने क्षेत्र के सम्बन्ध में कहना चाहता हूं । अभी पटेल कमीशन उत्तर पूर्वी उत्तर प्रदेश का दौरा करने गया था । उस के सम्बन्ध में उस ने कुछ सजेशन्स दिये थे । उस ने कहा था कि शाहगंज से गोरखपुर तक की छोटी लाइन को बड़ी लाइन में बदला जाना चाहिये । लेकिन जब हम लोगों ने सवाल पूछा तो उस में कहीं भी उस का कोई जिक्र नहीं था। मैं रेलवे मंत्री जी से यह पूछना चाहूंगा कि इस के बारे में सरकार क्या सोच रही है या रेलव मंत्रालय क्या सोच रहा है । वहां पर छोटी लाइन होने की वजह से यात्रियों की हालत इतनी खराब है जिस का ठिकाना नहीं है । साल के कुछ महीनों में पैसेन्जरों के आने जाने में बड़ी दिक्कत हुआ करती है ।

इसी तरह से बनारस से गोरखपुर लाइन की बात है । उस रेल में बड़ी भीड़ चलती है । गर्मियों में जब कि शादी विवाह होते हैं, अगर आप देखें तो पता चलेगा कि जितने लोग गाड़ी के भीतर होते हैं, उतने ही पटरियों पर होते हैं और करीब करीब उतने ही छत पर होते हैं । मैं प्रार्थना करूंगा कि इस बारे में मंत्री महोदय कोई जांच करायें कि गाड़ियों में कितने पैसिजन्रों की कैपेसिटी होती है क और कितने पैसेन्जर सफर करते हैं । मैं सरकार का ध्यान इस तरफ दिलाना चाहता हूं कि वह इस मसले को

हल करे और उस लाइन पर जितनी ट्रेन बढ़ानी सम्भव हो उतनी बढ़ाने की कृपा की जाये ।

अभी पटेल कमीशन ने या प्लानिंग कमीशन ने एक पुल गाजीपुर के पास ताड़ी घाट में बनाने के लिये कहा था । कलकत्ते के पैसेन्जरों को वहां जाने के लिये पहले बनारस जाना पड़ता है उस के बाद फिर छोटी लाइन से वहां पहुंचना पड़ता है । अगर वह पुल रोड कम रेलवे का बन जाये तो उस से बहुत बड़ी समस्या हल हो जाये । यात्रियों को जो सौ, सवा सौ मील का चक्कर लगा कर जाना पड़ता है वह कठिनाई बहुत हद तक दूर हो सकती है । मैं चाहता हूं कि आप इस तरफ भी ध्यान दें और वहां पर जो पुल बनाया जा रहा है आप के द्वारा उस को रोड कम रेल का बनाया जाये जिस से कि जो बहुत बड़ी असुविधा होती है वह दूर हो जाये ।

मेरे क्षेत्र में एक औरिहर स्टेशन आता है । मैं आप को उस की हालत बतलाऊं । प्लेट फार्म बीच में है, बुकिंग स्टेशन बीच में है, आधी दूर तक पुल बना हुआ है और आधी दूर तक छोड़ दिया गया है । एक तरफ से आदमी प्लेट फार्म पर पहुंच सकता है लेकिन दूसरी तरफ जिधर ज्यादा गाड़ियां होती हैं उधर आदमी जा नहीं सकते । इस के कारण बहुत से आदमी, औरतें और जानवर कट जाया करते हैं । इसलिये मैं पूछना चाहता हूं कि जैसे आप ने एक तरफ से अप्रोच रोड बनाया वैसे दूसरी तरफ से नहीं बनाया, इसका क्या मकसद है ।

औरिहार स्टेशन है नार्थ ईस्टर्न रेलवे पर । यह जंक्शन है । वहां से बोनपुर ३६ मील पड़ता है । ब्रिटिश जमाने में एक गाड़ी वहां आया जाया करती थी । पिछली दफा, जो टाइम टेबिल बनाते हैं, उन्होंने उस गाड़ी को जो पहिले गोरखपुर से जाती थी, जौनपुर को कर दिया । मैंने लिखा पढ़ी की तो उसे बन्द कर दिया और उसे अब जौनपुर से छपरा के लिए कर दिया । इस ३६ मील के टकड़े के लोगों के लिये यह लोकल ट्रेन काफी जरूरी है । मैंने इस बारे में जनरल मैनेजर से भी कहा । उस गाड़ी में दूसरी जगह के पैसिंजर नहीं आते । इस गाड़ी को बदल देने से जो आसानी पहले पैसिंजरों को थी वह नहीं रही, उन को उतर कर गाड़ी चेंज करनी पड़ती है । इसलिये मैं चाहता हूं यह जो तकलीफ वहां की जनता को होती है उस की तरफ रेलवे मंत्रालय विशेष ध्यान दे ।

श्री गणपति राम (मछलीशहर) : उपाध्यक्ष महोदय, मैं चन्द सुझाव माननीय रेलवे मंत्री महोदय के सामने रखना चाहता हूं । पहली पार्लियामेंट में मैंने शाहगंज से जंघई को मिलाने वाली एक रेलवे लाइन के सम्बन्ध में कहा था । उस सम्बन्ध में सुनने में आया कि सर्वे भी हो चुका है । लेकिन आज तीसरी पार्लियामेंट चल रही है । १५ वर्षों के अन्दर भी अभी तक उस चीज पर कोई ध्यान नहीं दिया गया । हमारा जौनपुर जंक्शन है, जहां बनारस से, लखनऊ से, सुलतानपुर से, इलाहबाद से, चारों तरफ से लाइनें आ कर मिलती हैं, और वह एक अच्छा खासा जंक्शन है । उस के प्लेटफार्म पर शैड लगाने के लिए हम ने कम से कम दस बार तो कहा होगा, लेकिन आज तक वहां शैड नहीं लगाया जा सका । मैं फिर माननीय मंत्री महोदय से प्रार्थना करूंगा कि उस का सर्वे करा कर उचित व्यवस्था करें ।

जौनपुर इलाहबाद लाइन पर एक छोटा सा स्टेशन है शुदनीपुर । बीच में एक गांव है कजगांव । उस जिले के एम० एल०ए० ने उस के लिए लिखा कि वहां एक हाल्ट स्टेशन बना दिया जाए । जवाब मिला कि सर्वे हो रहा है, बना दिया जाएगा । लेकिन अभी तक वह नहीं बना, उसे बनाने की कृपा की जाए ।

मुझे यह देख कर आश्चर्य होता है कि आज तीन साल हो गए जाफराबाद से सुलतानपुर लाइन पर जौनपुर सिटी स्टेशन बन कर तैयार हो गया, वहां से मुसाफिर चलते हैं और वहां मुसाफिर उतरते हैं । लेकिन वहां

[श्री गणपति राम]

के लिए बुकिंग आफिस का इन्तिजाम नहीं हो सका है। जनता ने भी इस के लिए प्रार्थना की, मैं ने भी लिखा लेकिन आज तक वहां बुकिंग का इन्तिजाम नहीं हो सका है। इस से रेलवे का सैकड़ों रुपए का नुकसान होता है, जो लोग चलते हैं वे टिकट नहीं ले पाते। इसलिए वहां बुकिंग की व्यवस्था होनी चाहिये।

रेलवे के अन्दर हरिजनों के लिए बहुत सी सुविधायें दी गयी हैं और उन के लिए रूल बनाए गए हैं। क्वाटर्स वे अलाटमेंट के लिए भी रूल हैं। लेकिन मैं ने देखा है कि तीसरी और चौथी श्रेणी के कर्मचारियों को जो क्वार्टर मिलने चाहियें वे दूसरे लोगों को अलाट कर दिये जाते हैं। मैं ने ऐसे कुछ केस रेलवे मंत्री के सामने रखे हैं। ईस्टर्न रेलवे पर मुगलसराय में एक हरिजन कर्मचारी ६-७ साल से काम कर रहा था। उस को क्वार्टर नहीं अलाट किया गया यद्यपि क्वार्टर खाली था। उस ने खाली क्वार्टर आकुपाई कर लिया, तो उस को नोटिस दिया गया कि तुम से दुगुना और तिगुना रेंट वसूल किया जाएगा। जब उस ने एक्सप्लेनेशन दिया तो उस को ससपेंड कर दिया गया। ऐसे केसेज की ओर खास ध्यान देने की आवश्यकता है।

रेलवे में यह भी नियम है कि जो शिडयूल्ड कास्ट के कर्मचारी हैं उन को अगर उनके घर के पास का कोई स्टेशन खाली है तो तो उस पर रखा जाए। मैंने ऐसे बहुत से केसेज रेलवे मन्त्री के सामने रखे कि गोरखपुर नार्थ ईस्टर्न रेलवे में बहुत से एम्पलाई जो बनारस के आसपास के रहने वाले हरिजन हैं और बनारस डी० एल० डब्ल्यू० में आना चाहते हैं, उनकी दरख्वास्तें तीन तीन चार चार साल से पड़ी हैं, लेकिन उनको वहां नहीं भेजा जाता। ऐसे लोग जिनकी एप्रोच होती है उनको डी० एल० डब्ल्यू० में ले लिया जाता है।

मुझे यह देख कर आश्चर्य होता है कि यद्यपि रेलवे में हरिजनों के लिए सरविस में कोटा रिजर्व है, लेकिन जो रेलवे पब्लिक सरविस कमीशन का दफ्तर है उसमें इस पर अमल नहीं किया जाता। मैं कहना चाहता हूं कि आपकी नाक नीचे जो रेलवे बोर्ड का दफ्तर बरौदा हाउस में है, उसमें भी यह रिजरवेशन का नियम नहीं माना जाता। मेरी प्रार्थना है कि इन दफ्तरों में भी हरिजनों को कोटे के अनुसार स्थान मिलने चाहिएं।

मैंने आज से आठ साल पहले प्रार्थना की थी कि जौनपुर इलाहाबाद लाइन पर एक स्टेशन है मड़ियाहू। उसके पास एक छोटी सी नदी है जिस पर रेलवे का पुल है, सड़क का पुल नहीं है। इसलिए आदमियों को नदी पार करने में बड़ी मुश्किल होती है। मैंने कई दफा लिखा तो इस पुल पर लोहे की चादरें लगा दी गयी थीं जिनसे लोग आ जा सकते थे। अब वे चादरें घिस गयी हैं और उनको रिप्लेस नहीं किया गया है। मैंने इसके लिए कई बार लिखा है और उस पर आज तक कोई ध्यान नहीं दिया गया।

मैं ज्यादा समय न लेते हुए अन्त में यही कहना चाहता हूं कि हरिजनों की नियुक्ति के सम्बन्ध में जो रिजरवेशन है और जो प्रोमोशन के सम्बन्ध में नियम है और जो मामला कि सुप्रीम कोर्ट तक जा चुका है और जिसके सम्बन्ध में रेलवे बोर्ड भी फैसला कर चुका है उस पर अमल किया जाए। मुझे आशा है कि ऐसे जो केसेज आपके सामने आवेंगे आप उन पर उचित ध्यान देंगे।

श्री ओंकार लाल बेरवा (कोटा) : रेलवे सप्लीमेंटरी डिमाण्ड्स पर बोलते हुए मैं मन्त्री महोदय का ध्यान एक दफा फिर कोटा-अजमेर लाइन की तरफ दिलाना चाहता हूं। अगर उसको इस साल न लिया जा सके तो अगले साल उसको अवश्य लिया जाए। उसके बगैर लोगों को बड़ी कठिनाई होती है। इसके बन

जाने से रेलवे को भी फायदा होगा और जनता को फी फायदा होगा ।

जब से एयर कंडीशन्ड गाड़ियां चलायी जा रही हैं, इनमें बराबर नुकसान ही हो रहा है । इनको चलाने से कोई फायदा नहीं है । आजकल एयर कंडीशन्ड दरजे का किराया और हवाई जहाज का किराया बराबर है और हवाई जहाज में जहां एक डेढ़ घंटा लगता है वहां एयर कंडीशन्ड गाड़ी में आठ घंटे लगते हैं । इसलिए मुसाफिर हवाई जहाज में यात्रा करना पसन्द करते हैं । मैं देख रहा हूं कि इन एयर कंडीशन्ड गाड़ियों में करोड़ों रुपए का नुकसान हो रहा है । इनको जारी रखने का कोई कारण नहीं है ।

दूसरी चीज मैं यह कहना चाहता हूं कि रेलवे में किफायत पर ध्यान नहीं दिया जाता । मैंने देखा कि अजमेर में एक खड्डे को लाखों रुपए के लोहे से भरा गया, जबकि देश में लोहे की इतनी कमी है । अगर उसको मिट्टी से भरा जाता तो हजार पांच सौ में यह काम हो सकता था । लेकिन ऐसा नहीं किया गया ।

आज हम देखते हैं रेलवे में हर जगह स्लीपरों की बाउण्डरी लगायी जाती है । स्टेशन मास्टरों के बंगलों में चारों तरफ स्लीपर लगे हम देखते हैं । जहां कहीं बाउण्डरी बनानी होती है स्लीपरों को लगा दिया जाता है ।

श्री शाहनवाज खां : वे कंडेम्ड स्लीपर होते हैं ।

श्री ओंकार लाल बेरवा : अगर उनको नीलाम किया जाए तो पांच करोड़ रुपया आ सकता है । अगर इस तरह से रेलवे के माल की बरबादी न की जाए तो इन सप्लीमेंटरी डिमाण्ड्स की जरूरत ही न रहे । अगर मुझे वे सारे पुराने स्लीपर दे दिए जाएं तो मैं पांच करोड़ रुपया दे देने को तैयार हूं । इसी कारण मैंने आपका ध्यान इस तरफ दिलाया है कि रेलवे का इतना नुकसान किस प्रकार हो रहा है ।

एक बात मैं और कहना चाहता हूं कि टी० टी० ई० लोगों को बिल्ले नहीं दिए जाते । एक बार मैं जा रहा था । एक सज्जन ने मुझे से टिकट पूछा, तो मैंने कहा कि तुम कौन हो । उसने कहा कि मैं टी० टी० ई० हूं । मैंने पूछा कि तुम्हारा बिल्ला कहां है, तो उसने कहा कि रेलवे के पास हमारे लिए बिल्ले नहीं हैं । मेरी समझ में नहीं आता कि इस तरह कैसे काम होगा । उनको बिल्ले मिलने चाहिये ताकि उनकी इज्जत हो ।

एक बात मैं अपने एरिया के बारे में कहना चाहता हूं । रेलवे कालोनी में बीस पच्चीस हजार वर्कर हैं, उनके लिए क्वार्टर बने हैं लेकिन वहां पर पुलिस का कोई इन्तिजाम नहीं है । कोटा राजस्थान में रेलवे कालोनी में इतनी असुरक्षा है कि दिन में ताले तोड़ कर सामान उठा कर ले जाते हैं । दिन में ताले टूट जाया करते हैं और लोगों का सामान चोरी चला जाया करता है । इसलिए मैं निवेदन करूंगा कि इसकी सुरक्षा का इन्तजाम किया जाय ।

15 hrs.

वहां पर एक प्राइमरी स्कूल चल रहा है । वहां पर मास्टर राजस्थान का है जबकि उसकी बिल्डिंग रेलवेज की है और इस कारण आपस में मेल ही नहीं खाता है । वहां पर हाई स्कूल होना बहुत जरूरी है । जहां पर २०, २५ हजार वर्कर्स काम करते हैं वहां पर एक हाई स्कल होना नितान्त आवश्यक है ।

कोटा राजस्थान की बात मैं कर रहा हूं । वहां बजरिया में रेलवे स्टेशन के पास एक नाला है जिसके कारण वहां पर काफ़ी गन्दगी रहती है और बाजार में काफ़ी मच्छर पैदा हो जाते हैं । वहां पर इतनी गन्दगी रहती है कि कोई आदमी ठहर नहीं सकता है । रेलवे मन्त्रालय को इस नाले को बनवा देना चाहिए क्योंकि अगर यह नाला बन जाता है तो वहां पर सफ़ाई रह सकती है । नाले के किनारे किनारे रेलवे अफसरों के बंगले हैं और इसलिए भी रेलवे

[श्री ओंकार लाल बेरवा]

मन्त्रालय को इस कार्य में दिलचस्पी दिखलानी चाहिए क्योंकि नाले की गन्दगी से उनके स्वास्थ्य पर बुरा असर पड़ रहा है ।

रेलवे के अफसरान को अगर तबदील किया जाय तो उनको प्रान्त के प्रान्त में किया जाय । यह नहीं कि राजस्थान का रेलवे अफसर बंगाल में भेज दिया, मध्य प्रदेश का राजस्थान में भेज दिया और उड़ीसा का अन्यत्र भेज दिया क्योंकि अगर रेलवे के अफसरान का आप तबादला ऐसे प्रान्त में कर देते हैं जहां कि वह भाषा ही नहीं समझता तो उसको बड़ी कठिनाई पड़ेगी । इसके अलावा अगर आप उसे दूर कहीं परदेश में ट्रांसफर करते हैं तो उसको जो १०० या १२५ रुपये माहवार तनख्वाह मिलती है वह मकान किराये में ही निकल जायगी क्योंकि गवर्नमेंट के पास इतने मकान सब जगह अपने कर्मचारियों को देने के लिए हैं नहीं । अगर रेलवे के कर्मचारियों का ट्रांसफर करना ही हो तो उनके लड़कों के इम्तिहान के बाद करना चाहिए । ऐसा न हो कि लड़कों के इम्तिहान दो महीने बाद होने वाले हैं और इस बीच में उसके पिता का आपने तबादला कर दिया । अब वह लड़के को अपने साथ दूसरी जगह ले नहीं जा सकता क्योंकि उसका साल मारा जाता है और उस हालत में उसे दिक्कत पेश आयेगी और खर्च भी अधिक करना पड़ेगा ।

मैं एक निवेदन यह करना चाहता हूं कि जिस एरिया में जनरल मैनेजर आये वहां के एम० पी० को उसकी जरूर इत्तिला होनी चाहिए ताकि वह उस इलाके की आवश्यक बातें उनके कान में डाल सके । इसलिए जहां भी जनरल मैनेजर पहुंचें तो उसकी इत्तिला वहां के एम० पी० को हो जाय ।

एक बात मैं और कहना चाहूंगा । रेलगाड़ी की स्लीपर कोच चाहे वह १९ डाउन में हो, चाहे २० अप या मेल ट्रेन में हो, उसका रिजरवेशन चार्ट एक ही गार्ड के पास रहता है । अब अक्सर होता यह है कि जब कोई यात्री अपना रिजरवेशन जानना चाहता है कि वह कहां पर है तो वह अकेला गार्ड उसको बताने के लिए एक छोर से दूसरे छोर तक जाता है और इस तरह से एक-एक पैसेंजर को बतलाने के लिए उसको तीन-तीन चक्कर गाड़ी के लगाने पड़ते हैं । इसलिए ऐसा इन्तजाम किया जाय कि खाली एक गार्ड के पास ही चार्ट न रहे । उसका कोई एक सहायक भी रहे जो कि यात्रियों को बतला सके कि उनका रिजरवेशन फलां डिब्बे में है ।

एक बात मैं और कहना चाहता हूं । स्लीपर कोच के अन्दर वहां पर सामान रखने की व्यवस्था होती है तो उस स्थान की चाभी एक कंडक्टर के पास होती है । वहां पर जो वह सामान उस डिब्बे के लोगों का होता है वह उस स्थान में ताला लगा कर रख दिया जाता है लेकिन उसमें कोई शिनाख्त या नम्बर उसकी तरफ़ से नहीं लगाया जाता है जिससे कि यह जाना जा सके कि अमुक सामान अमुक यात्री का है । इस नम्बर और निशानदेही के अभाव में कोई भी उस डिब्बे का मुसाफिर अपने किसी दूसरे यात्री साथी का सामान उठा कर ले जा सकता है और उसकी कोई पकड़ नहीं है । इसलिए मैं चाहूंगा कि कुछ सामान आदि पर अलग अलग नम्बर या निशान लगाने की व्यवस्था की जाय ताकि इस तरह की गड़बड़ होने की सम्भावना न रहे ।

एक बात मैं और कहना चाहूंगा । स्लीपर कोच में जो कंडक्टर के बैठने का स्थान बना है वह लैट्रिन के सामने उसकी सीट है । अब कंडक्टर भी बेचारा आखिर को इंसान है और जब वह पाखाने के पास बैठता है तो उसे भी बदबू तो आती ही होगी । इसलिए मैं चाहूंगा कि उसके बैठने का स्थान लैट्रिन के पास से हटा कर अन्यत्र बना दिया जाय ।

रिफ्रैशमेंट डाइनिंग कार या गार्ड रनिंग रूम के अन्दर जहां खाने पीने का इन्तजाम

है वहां पर केवल हलाली मांस ही पकता है। वहां पर झटके का मांस न मिलने के कारण हमारे सरदार भाइयों को बहुत शिकायत है क्योंकि वह हलाली मांस तो खा नहीं सकते हैं। नतीजा यह होता है कि वह बेचारे मांस खाने से महरूम रह जाते हैं जबकि दूसरे लोग मौज उड़ाते हैं। इसलिए वहां पर झटके के मांस का भी प्रबन्ध होना चाहिए।

कोटा रेलवे स्टेशन पर यह सोफिया स्कूल कई सालों से चल रहा है। उसके हटाने के लिए मैंने कई बार निवेदन किया था। हमने मांग की थी कि इस स्कूल को रेलवे क्वार्टर से ख़ाली करवाया जाय लेकिन हमारी समझ में नहीं आता कि रेलवे मन्त्रालय क्यों चुप्पी साधे बैठा हुआ है और इसको क्यों नहीं वहां से ख़ाली करवाता ? मन्त्री महोदय ने कहा कि अगले साल से ख़ाली करवा लेंगे लेकिन वह अभी भी ख़ाली नहीं हुआ है बल्कि उनको और आगे भी ज़मीन दी जा रही है। मैं चाहूंगा कि रेलवे मंत्रालय अब बिना विलम्ब के सोफिया स्कूल से रेलवे का क्वार्टर ख़ाली करवाये ताकि उसमें रेलवे के मजदूर रह सकें। उस सोफिया स्कूल को अच्छी खासी बिल्डिंग दे रक्खी है। पहले यह भूत बंगले के नाम से प्रसिद्ध थी और उसमें कोई रहने के लिए तैयार न होता था लेकिन अब काफ़ी मजदूर उसमें रहने के लिए तैयार हैं इसलिए उसे ख़ाली करवाया जाय।

शैड्यूल्ड कास्ट्स के कर्मचारियों के प्रमोशन का जहां तक सवाल है उनको प्रमोशन ठीक नहीं मिलता है और उनकी जगह दूसरे जनरल कास्ट्स के लोग भर लिये जाते हैं और शैड्यूल्ड कास्ट्स के लोग महरूम रह जाते हैं। मन्त्रालय इस ओर निश्चित पग उठाये और यह देखे कि शैड्यूल्ड कास्ट्स को प्रमोशन और भरती आदि में नैगलैक्ट न किया जाय।

रेलवे डिस्पेंसरी में एक ही डाक्टर होता है और जिससे कि मजदूरों को फिटनैस का सर्टिफिकेट लेना जरूरी होता है। जब वह उस डाक्टर के पास जाते हैं तो वह उनको तरह तरह से हैरेस करता है, कभी कहता है कि तुम्हारी निगाह कमजोर है, कभी सीना देखता है तो कह देता है कि सीना आधो इंची कम है तो कभी कह देता है कि आधी इंची लम्बाई में कमी है और उनको अनफिट कर देता है और इस तरह से भ्रष्टाचार फैलाता है और लोगों को विवश होकर उसको घूस देनी पड़ती है तब कहीं जाकर वह उनको फिट डिक्लेयर करता है। मैं आपसे निवेदन करना चाहता हूं कि रेलवे के अस्पताल के उस डाक्टर के अलावा, रेलवे मुलाजिमों के लिए अन्य डाक्टरों से, दूसरे सर्जनों से भी सर्टिफिकेट लेने की छूट होनी चाहिए और दूसरे डाक्टरों से भी सर्टिफिकेट फिटनैस का लेकर वह रेलवे में भरती हो सकें।

आख़िर में मैं केवल एक बात कह कर बैठ जाऊंगा। लासेरी रेलवे स्टेशन पर गाड़ी ठहरने के लिए जनरल बजट पर भी मैं बोल चुका हूं और आज फिर उसको दुहराना चाहता हूं कि वहां पर जनता गाड़ी जरूर ठहरनी चाहिए।

मन्त्री महोदय ने शटल ट्रेन चलाने का आश्वासन दिया है। मेरा निवेदन है कि एक शटल जनता गाड़ी कोटे से गंगापुर तक चला दी जाय ताकि १९ डाउन और २० अप में भीड़ कम हो जाय क्योंकि उसमें जयपुर की सवारियां बहुत बैठती हैं जोकि सवाई माधोपुर उतरती हैं। मुझे आशा है कि मेरे इन चन्द सुझावों पर सहानुभूतिपूर्वक विचार किया जायगा।

श्री बसवन्त (थाना) : उपाध्यक्ष महोदय, मैं सदन् के समक्ष रेलवे मंत्रालय को सप्लीमैंटरी बजट डिमांड्स के ऊपर बोलते हुए चंद एक सुझाव पेश करना चाहता हूं।

बम्बई देश का सब से बड़ा शहर है। बम्बई रेलवे स्टेशन से प्रतिदिन ६ लाख के ऊपर आदमी आया जाया करते हैं। हिन्दुस्तान में हर रोज ६ लाख यात्री किसी स्टेशन

[श्री बसवन्त]

से यात्रा करते हों, मैं नहीं समझता कि कोई स्टेशन दूसरा ऐसा देश में है । मैं आप को यह भी बतलाऊं कि इंडिया की पहली गाड़ी वहां पर सन् १८५३ में बम्बई से थाना और थाना से कल्याण को चली थी । इस कल्याण स्टेशन के लिए जोकि बम्बई स्टेशन के बाज़ में है उसके रिमौडलाइज़ेशन (आधुनिकरण) का जिक्र मैं ने कई बार कन्सलटेटिव कमेटी में किया । मैं ने कई बार कहा है कि उसका रिमौडलाइज़ेशन किया जाय और होम प्लेटफार्म ठीक से बनाया जाय ; जनरल मैनेजर ने यह बात तो मान ली लेकिन वे कहते हैं कि इसके लिए हमारे पास फंड नहीं है कि हम यह रिमौडलाइज़ेशन का काम कम्पलीट कर सकें । वहां का जो पुराना स्टेशन है उसमें बिना टिकट यात्री चले जाते हैं और निकल जाते हैं इसलिए इस रिमौडलाइज़ेशन के काम को मंत्रालय को बिना विलम्ब के अपने हाथ में लेना चाहिए ।

मैं आप को बतलाऊं कि बम्बई सेंट्रल रेलवे में १३० किलोमीटर का सुबरबन सैक्शन है जबकि वैस्टर्न रेलवे में सिर्फ ७० किलोमीटर का सुबरबन सैक्शन है । मेरा सुझाव यह है कि आप वैस्टर्न रेलवे में भी सुबरबन सैक्शन बढ़ायें और उसको १२५ किलोमीटर तक बढ़ायें ताकि यातायात के लिए वह भी ठीक हो जाय । वैस्टर्न रेलवे के ७० किलोमीटर के सुबरबन सैक्शन में क़रीब ४० स्टेशन पड़ते हैं लेकिन इन सत्तर किलोमीटर के आगे विरार और सफाला यह जो १२ किलोमीटर का फ़ासला है उस के बीच कोई स्टेशन नहीं है । इसलिए इस १२ किलोमीटर के बीच कोई एक फ्लैग स्टेशन होना चाहिए । इस स्टेशन के बनाने के लिए साठ साल से वहां की जनता की मांग है । जनरल मैनेरजर साहब ने वह बात मान भी ली कि यहां १२ किलोमीटर में आगे के लिए एक फ्लैग स्टेशन होना चाहिए लेकिन इसके साथ ही उन्होंने यह कहा कि हमारे पास फंड नहीं है और जनता को इसके लिए श्रमदान करना चाहिए । मैंने जनरल मैनेजर साहब को ख़त लिखा । उन्होंने जवाब दिया कि ८५००० रुपये का जनता यदि श्रमदान करे तो हम यह फ्लैग स्टेशन बना देंगे । अब मैं जानता हूं कि मेरे निर्वाचन क्षेत्र में ८५००० रुपये का श्रमदान होना सम्भव नहीं है और मेरे जिले के मुकाबले में जो क्षेत्र अधिक विकसित हैं वहां पर भी इतनी धनराशि का श्रमदान कहीं नहीं हुआ है जिसका कि जिक्र वह कर रहे हैं । जब हम देखते हैं कि सरकार जनता की आवश्यकताओं को ध्यान में रखते हुए और उन की कठिनाइयों का निराकरण करने के लिए खुद अपनी ओर से पांच पोस्ट आफिस खोलती है और वह यह नहीं देखती है कि इसमें कितना उसका खर्चा होगा या कितनी आमदनी होगी तो फिर इतने अधिक रुपये की श्रमदान करने की मांग रेलवे की ओर से हमसे क्यों की जा रही है ? जब आप देखते हैं कि ७० किलोमीटर में सभी स्टेशन कुछ नफे से चलते हैं, मुनाफ़े में चलते हैं तो आगे के लिए इस १२ किलोमीटर के बीच में कोई फ्लैग स्टेशन नहीं है और उस को खोलने के लिए हम वहां की जनता से ८५००० रुपये का श्रमदान करने की मांग करें यह कहां तक उचित व तर्कसंगत होगा ? ऐसी रेलवेज द्वारा मांग करना समाजवाद के अनुरूप बात नहीं मालूम पड़ती है । इस नीति का परिणाम तो यह होगा कि जो ग़रीब लोग हैं उन को रेलवेज की सुविधा कभी भी नहीं मिलेगी । इसलिए मेरी प्रार्थना है कि सरकार इस बारे में कदम उठाए । जनरल-मैनेजर ने साठ साल पहले यह मान लिया था कि वहां पर यह फ्लैग-स्टेशन होना चाहिये । सरकार को इस तरफ़ ध्यान देना चाहिये, ताकि वहां की जनता की कठिनाई दूर हो ।

मैं हर दफ़ा फ्रन्टियर मेल से आया-जाया करता हूं । देखने में यह आता है कि हमारे साथ जो कन्डक्टर रहता है, उस को

चौबीस घंटे की ड्यूटी देनी पड़ती है । उस को कोई कम्पार्टमेंट एलाट कर दिया जाता है और जब वह रात के १०, ११ या १२ बजे कम्पार्टमेंट में आता या जाता है, तो उस कम्पार्टमेंट के यात्रियों को भी तक्लीफ़ होती है और वहां पर कोई चोरी आदि होने की जिम्मेदारी भी उस कन्डक्टर के ऊपर रहती है । इसलिए मेरा सुझाव है कि गाड़ी के लिए जो कन्डक्टर रखा जाता है, उसके लिए अलग स्थान मुकर्रर किया जाये, जिस से यात्रियों को भी कोई तक्लीफ़ न हो और चोरी आदि के लिए उस को जिम्मेदार भी न ठहराया जा सके ।

तीसरी पंचवर्षीय योजना में दिवादास-गांव से दिवापनवेल तक रेलवे लाइन की एलाटमेंट कर दी गई है और उस का काम भी शुरू कर दिया गया है । मैं उस का स्वागत करता हूं । मैं ने कुछ समाचारपत्रों में यह पढ़ा है कि अप्रैल से उस पर यातायात शुरू हो जायगा । किन्तु मेरा सुझाव है कि चौथी पंचवर्षीय योजना में दिवापनवेल से आगे गोआ और बंगलौर तक जाने के लिए पचास मील रेलवे लाइन का एलाटमेंट करना जरूरी है । वह कोंकण के बैकवर्ड ट्रैक्ट का एक पिछड़ा हुआ भाग है । वहां पर यातायात बहुत बढ़ गया है । बम्बई प्राविन्स में जितनी फैक्टरीज हैं, उन का साठवां हिस्सा बम्बई में है । बम्बई में ४८५ कारखाने हैं, जिन में ३०० से ५,००० तक लेबरर्ज काम करते हैं । लेबरर्ज की संख्या इतनी बढ़ने से वहां पर दूसरी लाइन खोलने की जरूरत है । अगर दिवा से दहानू तक दूसरी लाइन बिछा दी जाये, तो बम्बई का डेवलपमेंट ठीक हो जायेगा ।

स्टेट गवर्नमेंट के द्वारा रोड ट्रांस्पोर्ट के लिए थाना क्रीक और भहेन्द्र क्रीक पर दो पुल बनाए जा रहे हैं । जिस प्रकार स्टेट गवर्नमेंट अधिक यातायात को दृष्टि में रखते हुए दो रोडज बना रही है, उसी प्रकार रेलवे विभाग को भी दिवा से दहानू तक एक नई रेलवे लाइन का इन्तजाम करना चाहिए ।

आप ने मुझे टाइम दिया, उस के लिए मैं आप को धन्यवाद देता हूं ।

श्री बड़े (खारगौन) : उपाध्यक्ष महोदय, मैं दो से ज्यादा मिनट नहीं लूंगा, क्योंकि मेरी पार्टी के दो माननीय सदस्य बोल चुके हैं ।

मेरे पास जो कम्पलेंट आई है, मैं उस को पढ़ कर सुनाता हूं :

> "Latest selection for Insepector, Railway Protection Force, held by North Eastern Railway, men with condemned services have been selected. Services files be checked. But actually meritorious men not selected".

किसी व्यक्ति ने मेरे पास यह कम्प्लेंट भेजी है । यदि यह सच है, तो मिनिस्टर साहब इस बारे में कार्यवाही करें ।

Mr. Deputy-Speaker: Please pass it on.

Dr. M. S. Aney: Who has made the complaint?

श्री बड़े : उन का नाम लेना अच्छा नहीं है । मैं अपने साहब को बाहर बता दूंगा ।

रेलवे बजट पर जेनेरल डिस्कशन में मैंने मीटर गेज और ब्राडगेज के बारे में कहा था । मीटरगेज और ब्राडगेज का डिस्टिंक्शन माननीय मंत्री के मन में नहीं होगा, लेकिन वास्तव में वह डिस्टिंक्शन है । उस का कारण यह है कि यदि हम मीटरगेज और ब्राडगेज के स्केल्ज को देखें, तो विदित होगा कि मीटरगेज के स्केल नीचे हैं, हालांकि वहां के कर्मचारियों को ज्यादा ड्यूटी करनी पड़ती है ।

[श्री बड़े]

मेरी कांस्टीटयुएन्सी में खांडवा से अजमेर तक रेलवे है । उस में फ़र्स्ट क्लास में लिखा हुआ है, "शावर बाथ नाट वर्किन्ग बिकाज दि रोजिज आर आउट आफ़ स्टाक" । इस कारण सब शावर बाथ बन्द हैं । अगर ब्राडगेज के फ़र्स्ट क्लास में ऐसी बात होती, तो चूंकि मिनिस्टर साहब वहां पर दौरा करते हैं, सैक्रेटरी दौरा करते हैं, इसलिए झट यह बात पकड़ में आ जाती, लेकिन पहले मीटरगेज रेलवे स्टेट की थी और स्वतंत्रता-प्राप्ति के बाद वह मध्य प्रदेश की हो गई है, इसलिए उधर किसी का लक्ष्य नहीं है ।

Shri Shahnawaz Khan: Mr. Deputy-Speaker, a large number of hon. Members have taken part in this debate and in the very short time at my disposal I shall try to cover as many points as I can.

My hon. friend, Shri Vasudevan Nair, raised the question of classification of cities. He referred particularly to Cochin. I am sure he is fully aware of the recommendations of the Second Pay Commission in this regard. At present Cochin is only a C class city where house rent allowance is payable only up to a salary of Rs. 150 with marginal adjustment up to Rs. 156·5 nP. For this purpose, Ernakulam, Mattanchery, Fort Cochin and Willington Island are treated as part of Cochin. According to the 1961 census, the population of Cochin is 2,36,000 odd. Therefore, it is not qualified for any further upgradation under the existing criteria laid own by the Central Government. He further wanted that there should be fresh thinking on reclassification of cities. This is a matter which concerns all the employees of the Government of India. So the Ministry of Finance, as the competent authority will take a final view in this matter.

He also referred to the recent Supreme Court decision regarding rules 148 and 149 of the State Railway Establishment Code Voi. I. The position is that orders have been issued for the reinstatement of all the employees who were parties to the appeal. We have also issued instructions that these rules are not to be applied for any new cases; that is to say, these rules have been cancelled. Regarding the large number of cases dealt with under this rule in the past, we have made a reference to the Law Ministry seeking certain clarifications. It is quite likely that many of them might have attained the age of superannuation. Further, there are other problems like payment to them for the interim period, etc. So, all the important points have been referred to the Ministry of Law for their advice. As soon as we are in a position to take action on their advice, we shall do so; there will be no avoidable delay.

Shri Vasudevan Nair: How long will it take, according to the Minister, to come to a decision about it?

Shri Shahnawaz Khan: It all depends upon how quickly we obtain the advice of the Law Ministry. We will see that there is no avoidable delay.

My revered friend, Dr. Ram Manohar Lohia—he is not present here wants that third class should be the only class that should be retained in this country. The conditions prevailing here being what they are, there are certain people who can afford to pay more in order to travel with a little more of comforat, and we do not see any reason why they should be deprived of this facility. I believe there is no country in the world which has got only one class.

My hon. friend, Shri Himatsingka, wanted to have an Out-Agency at Gudia. We shall certainly take up that question if a suitable person is forthcoming. We will certainly exmine it. Then, he also drew our

attention to the fact that water was being wasted at many stations. We are grateful to him for this suggestion. We will try to effect economy and see that there is no wastage of water.

My. hon. friend, Shri A. P. Sharma, referred to the 'Charged Expenditure'. There is only one item in which there is the 'Charged Expenditure' of one Demand and that is for this increase of Rs. 1.51 lakhs under the 'Charged Expenditure' which is brought to the notice of Parliament though no specific vote is required. This represents unavoidable variation in payments made in satisfaction of court decrees the precise demands of which cannot always be foreseen.

Shri A. P. Sharma: 'Charged Expenditure' is in case of every item.

15.21 hrs.

[MR. SPEAKER *in the Chair*]

Shri Shahnawaz Khan: I repeat that it is only one item. I refer you to the Supplementary Demands for Grants for 1963-64. Kindly look at the schedule in the opening page and you will find it.

Then, Mr. Sharma has a very wide experience of working of Railways and he has drawn our attention to the fact that these medical slips are collected back after the medicine is dispensed. I shall look into that. But Mr. Sharma has ample opportunities of meeting the Members of the Railway Board and the General Managers and if there is anything of such local importance, he can always take up this matter with the local authorities.

He also referred to the educational facilities. The position is that the total number of schools functioning on Railways is 715, and there are over a lakhs of puplis who are on the rolls of these schools. In addition, we are running even intermediate colleges; there is one college at Tundla and another one at Mughalsarai. The gross expenditure on running schools is Rs. 80,93,000 annually. It it not a small amount; as the hon. Member is aware 'Education' is a State responsibility, but where we find that the requisite facilities do not exist, we do not hesitate to provide the necessary facilities. We also give assistance to privately-managed schools. The grant-in-aid to non-Railway schools during 1962-63 amounted to nearly Rs. 72,000.

श्री ओंकार लाल बेरवा : ये फैसिलिटीज बड़ी बड़ी जगहों पर ही दी जाती हैं ।

श्री शाहनवाज़ खां । छोटी छोटी जगहों पर भी जहां जरूरत होती है दी जाती हैं ।

The Railways have also subsidised hostels where we admit the children of Railway employees on a subsidised basis.

Shri A. P. Sharma: I requested the Railway Ministry to say that the time has come when the whole educational policy of the Railways should be considered.

Shri Shahnawaz Khan: I am coming to that. As regards his suggestion that the time has come for the Railways to reorient the entire policy regarding the educational facilities for the Railway employees, I would like to reiterate that the primary job of the Railways is to run trains, to carry the traffic. 'Education' is a State subject and it is the responsibility of the States; we hope that the States will perform this duty and responsibility.

Shri Ranga (Chittoor): They run trains with such bad consequences.

Shri Shahnawaz Khan: Accidents will happen in spite of the best management. Accidents do take place even in the best run Railways in the world. It is very unfortunate.

[Shri Shahnawaz Khan]

My hon. friend, Shri Yashpal Singh, made some very useful suggestions and one of them was that the number of Railway staff quarters should be increased. Every year we are building something like 10,000 to 11,000 quarters for the Railway employees and that is a very important aspect of our welfare activities and we are doing it.

He talked about the office of the Government Inspector of Railways being at Simla. The office of the Chief Government Inspector of Railways has been shifted to Meerut from Simla. But that is the office of the Chief Government Inspector. There are regional inspectors who are posted at different places. One is posted at Lucknow, another at Bombay, another at Calcutta, another at Bangalore and; in this way are distributed to cover the entire Railway system.

He also wanted the Dehra Dun-Howrah Express train to stop at Chandak station. I know Chandak is a very important station. But the idea of running Express and Mail trains is that they should cover the distance quickly. If they stop at too many stations, then they cease to be Express or Mail trains. That possibly is the reason why it does not stop at Chandak.

Shri Yashpal Singh (Kairana): That is more important than Balawali.

Shri Shahnawaz Khan: The stoppage there is for some other reason.

Again, my hon. friend Shri Yashpal Singh wanted that the Railways should not run electric trains and instead they should run trains on coal and diesel. That is a very good suggestion. But we resort to electrification, that is, running electric trains, where the density of traffic is so heavy that no other form of traction can cope with it. We are using diesel traction and steam traction where they can cope with the traffic. He also wanted that we should take over the S.S. Light Railway. The S.S. Light Railway is a privately-owned Railway of Martin, Burn and Co. Their contract is renewed for a certain number of years. At the expiry of that, it is open to the Government of India either to renew the contract or not to renew it; then we decide whether it is to be renewed or it is not to be renewed. But I think that that Railway is still rendering a useful service and the people of the area would not like that Railway to be dismantled or closed down.

As for night duty allowance, it is given to persons who work continuously between the hours of 10 P.M. and 6 a.m.

The hon. Member's suggestion for having a shed at Roorkee for tongas and rickshaws and the provision of other amenities has been noted and we shall consider and do whatever is possible.

I am glad that my hon. friend, Shri P. Venkatasubbaiah, has agreed that the medical facilities provided by the railways are satisfactory. The fact is that we take pride in the fact that the medical facilities provided by the railways are second to none in this country, and we shall go on trying to make it as perfect as possible. The hon. Member felt sorry that a good doctor from Guntakal had been transferred, but that was because we wanted to give the people at other places also the advantage of his goodness.

Some hon. Members have said that the employees should not be transferred in such a manner that the education of their children would suffer. I would submit that that is the policy that we are following. But, sometimes, when there is a vacancy caused due to certain unavoidable circumstances, it becomes inevitable for such

transfers to be made; it is only in such cases that we make such transfers.

My hon. friend also referred to the need for the creation of a new zone. I shall not repeat what my senior colleague the Railway Minister has stated already on this subject.

Shrimati Lakshmikanthamma (Khammam): It had been stated that no new zones were being created because of the emergency. After the emergency when we are talking of defence and development, and when we are thinking of intensive development, may I know why in the name of emergency the formation of a new zone should be stopped?

Shri Shahnawaz Khan: The only criterion for having more zones is operational efficiency. A new zone is created only where we find that the existing zones are not able to cope with the traffic satisfactorily and when the workload has increased so much that a new zone is necessary.

An Hon. Member: But the workload has increased so much.

Shri Shahnawaz Khan: I might add that there are other ways of reducing the workload than creating new zones. It is only a last resort when all other methods fail that we start creating a new zone.

Shri Ranga: Was it not a fact that just before this recent change had taken place in the ministerial set-up, almost a decision had been taken in regard to the creation of a new zone, and even in regard to the decision that had been taken earlier to have a zone at Gorakhpur, first they said that it was a final division but when pressure came from Calcutta they created a new zone?

Shri Bade: The train has got reversed.

Shri Shahnawaz Khan: I deny . . .

Shri Ranga: What is it that my hon. friend is denying? He cannot deny facts.

Shri Shahnawaz Khan: We deny his allegation that we ever created a new zone under any pressure.

Shri Ranga: Of course, they did. What about the latest one?

Shri Shahnawaz Khan: The only pressure to which we submit in the railways is the pressure of traffic.

Shri Ranga: And accidents.

Shri Shahnawaz Khan: And where the traffic is such that a new zone should be created, we do so.

Shri Ranga: My hon. friend is only inviting more and more accidents.

Shri A. P. Sharma: May I know what the Deputy Minister has to say about the recommendation of the Kunzru Committee who have also stated that the workload has increased so much in the Northern, Southern and Central Railways that it is unmanageable?

Shri Shahnawaz Khan: The Ministry is constantly on the watch; we are on the alert the whole time.

Shri Ranga: That is why more accidents!

Shri Shahnawaz Khan: We are watching the traffic trends in the country. We are continuously watching the density of traffic, how the employees are affected, what is the workload and how it can be adjusted and so on. The traffic keeps on fluctuating, and when it is necessary to do so in the interest of operational efficiency, new zones are created. Just because we are studying certain problems, it should not be taken that we have taken any firm decision. When a decision is taken, it will be made public.

Shrimati Lakshmikanthamma: In the past, the Railway Board Chairman and the Accidents Inquiry Committee have all felt that there should be more zones, even to the extent of 14 zones. When this expert opinion is there, what prevents Government from giving effect to it?

Shri Shahnawaz Khan: It is very likely that in future we shall have more zones. When the density of traffic and the workload increase, of course more zones might come.

Shri R. S. Pandey (Guna): In connection with the decision to have more zones from 8 to 12, I want to know whether a decision was taken about Bilaspur or Raipur.

Shri Shahnawaz Khan: No such decision was taken, for a zone there.

Shri R. S. Pandey: Not zone, but having the headquarters either at Bilaspur or Raipur.

Shri Shahnawaz Khan: As I said we are watching traffic trends all over the country. But no firm decision has been taken.

Shri Ranga: You will go on watching.

Shri Shahnawaz Khan: I am grateful to Shri Trivedi for making a useful suggestion that the enquiry clerks working in a place should know the local language. That is obvious. If there is any such case such as he has quoted, we will look into it.

Shri Bade: What about pay scales?

Shri Shahnawaz Khan: Dr. Mahadeva Prasad said that the medical certificates issued by the medical officers and other registered practitioners should be accepted. This used to be the practice some time ago, but we were constained to change it because certain malpractices had crept in. People were going to other doctors and obtaining certificates when railway doctors were available. Quite frankly, we started doubting the authenticity of sickness and the certificate.

Shri Hari Vishnu Kamath: Malingering.

Shri Shahnawaz Khan: Exactly.

Shri Bade: What about the suggestion made by Shri Trivedi . . .

Mr. Speaker: He is not giving in.

Shri Bade: It is about disparity in the pay scales. Is there a 'broad gauge' and 'metre gauge' there also?

Shri Shahnawaz Khan: They are all railway employees and they get similar treatment.

Dr. Aney felt that the speed of trains on the Khandwa-Hingoli line was too slow. It is a new line; it takes time for the line to settle down and if we go too fast, there might be derailments.

श्री बड़े : मिनिस्टर महोदय के ध्यान में होगा कि उन से पार्लियामेंट में एक सवाल पूछा गया था कि मीटर गेज के जितने वर्कर्स हैं, चाहे स्टेशन मास्टर हों चाहे कोई और हों, उन को बहुत थोड़ा रुपया मिलता है । वे २७० रु० तक जाते हैं जबकि ब्राड गेज के लोग ३७० या ४७० रु० तक जाते हैं । छोटी लाइन के लोग ज्यादा काम करते हैं, ये लोग २६ चक्कर लगाते हैं जबकि ब्राड गेज वाले १३ चक्कर लगाते हैं, तब भी क्या मीटर गेज और ब्राड गेज के बारे में आप के मन में फर्क है ।

श्री शाहनवाज खां : मेरे मन में कोई फर्क नहीं है । वह सारे रेलवे एम्प्लायीज हैं और सब के साथ एक सा सलूक किया जाता है ।

Shri Ganapati Ram wanted to have a shed at Jaunpur station. We shall look into that. There is the Passenger Amenities Committee which looks into these things, we shall bring it to their notice. He also wanted that Kachgaon should be made a halt station. That also we shall look into.

He felt that other people were taking away the places reserved for Scheduled Castes. That is not so. Vacancies for Scheduled Castes are reserved, and only Scheduled Castes people are taken in. We carry on with these vacancies for a year, but only when we find that in certain technical categories suitable candidates are not forthcoming, others are taken in.

श्री ओंकार लाल बेरवा : प्रोमोशन नहीं दिया जाता, उन को जान बूझ कर छोड़ दिया जाता है ।

श्री शाहनवाज खां : जान बूझ कर नहीं छोड़ा जाता ।

Shri Anjanappa (Nellore): May I know the criteria before the Railway Ministry for the selection of candidates?

Mr. Speaker: Two days ago we had all the discussion on the Railway Budget.

Shri Ranga: They could not then raise these local points.

Mr. Speaker: Criteria and others are not local points.

Shri Shahnawaz Khan: If there are any cases where hon. Members feel aggrieved, or feel that justice has not been done to any employee, I request them to bring such specific cases to our notice, we shall look into them.

एक माननीय सदस्य : आप के पास लाते हैं तो आप भी नहीं सुनते ।

श्री ओंकार लाल बेरवा : आप नीचे वालों की रिपोर्ट पर चलते हैं ।

अध्यक्ष महोदय : इसका मतलब यह तो नहीं कि जो केस वह लाएं वह उसी तरह हो जाय जैसा कि वह चाहते हैं ।

श्री शाहनवाज खां : मैं आपको यकीन दिलाता हूं कि जो भी केस कोई आनरेबिल मेम्बर हमें देता है उस पर पूरी छानबीन की जाती है, लेकिन यह जरूरी नहीं है कि . .

श्री बड़े : कम से कम हरिजनों की बात तो सुनिए ।

श्री ओंकार लाल बरवा : आप उन्हीं लोगों की रिपोर्ट पर ध्यान देते हैं जो एनक्वायरी करते हैं ।

श्री शाहनवाज खां : जो केस आता है उस की मिनिस्टर और रेलवे बोर्ड के मैम्बर पूरी छानबीन करते हैं । ऐसा नहीं होता कि नीचे भेज दिया और जो उन्हों ने फैसला किया उसी को कबूल कर लिया । ऐसा नहीं है ।

श्री विश्राम प्रसाद : मैं सिर्फ यह जानना चाहता हूं कि संविधान में जो हरिजनों के लिए रिजरवेशन रखा गया है उसकी तरफ रेलवे मंत्रालय ने क्या कदम उठाए और कहां तक वह परसेंटेज पूरा हो सका है । सिर्फ यही बता दीजिए ।

श्री शाहनवाज खां : वे आंकड़े तो इस वक्त मेरे पास नहीं हैं । अगर आनरेबिल मेम्बर मुझ से लिख कर पूछेंगे तो मैं उनको आंकड़े दे दूंगा । लेकिन मैं सिर्फ इतना कहना चाहता हूं कि शिडयूल्ड कास्ट वालों की रिकरूटमेंट के लिए रेलवे मंत्रालय ने जितना किया और किसी मंत्रालय ने उतना नहीं किया ।

श्री रामसेवक यादव (बाराबंकी) : श्रीमन, केवल प्रतिशत बता दें ।

अध्यक्ष महोदय : वह कहते हैं कि इस वक्त आंकड़े मेरे पास नहीं हैं । क्या मैं जबरदस्ती उन से आंकड़े निकलवाऊं ?

श्री शाहनवाज खां : श्री ओंकार लाल बेरवा जी ने कहा कि एयर कंडीशन्ड गाड़ियां एबालिश कर दी जायें । पहली बात तो यह सही नहीं है कि सारी एयर कंडीशन्ड गाड़ियां नुकसान में जा रही हैं । यह सही है कि उन का किराया ऊंचा है और काफी हवाई जहाज भी चल रहे हैं । और दोनों का किराया बराबर है, लेकिन इसके बावजूद . . .

श्री बड़े : वे फायदे में नहीं जा रही हैं ।

अध्यक्ष महोदय : उन को ज्यादा मालूम है या आप को ज्यादा मालूम है ?

श्री बड़े : किताब में ऐसा लिखा है ।

अध्यक्ष महोदय : लिखा रहने दीजिए ।

श्री शाहनवाज खां : मैं अर्ज कर रहा था कि बावजूद इसके कि एयर कंडीशन्ड दरजे का बहुत किराया ऊंचा है और उसमें चलने से वक्त भी ज्यादा लगता है, लेकिन फिर भी एयर कंडीशन्ड गाड़ियों में मुसाफिरों को जगह नहीं मिलती ।

एक माननीय सदस्य : झटका नहीं मिलता ।

श्री शाहनवाज खां : हमारी सिक्यूलर स्टेट है, हम झटके वगैरह का इन्तिजाम नहीं करते ।

श्री ओंकार लाल बेरवा : इस का भी इन्तिजाम होना चाहिए क्योंकि इसके बगैर सरदार लोग भूखे जाते हैं । जैसे हलाल वालों के लिए इन्तिजाम होता है वैसे ही झटके वालों के लिए भी होना चाहिये ।

एक माननीय सदस्य : सरदार लोग बहुत मोट होते हैं ।

अध्यक्ष महोदय : श्री यशपाल सिंह जो जोमांस नहीं खाते फिर भी मोट हैं ।

श्री शाहनवाज खां : भूत बंगले के बारे में आनरेबिल मेम्बर को कोई शिकायत नहीं होनी चाहिये । उसमें रेलवे के एम्पलाईज के बच्चे पढ़ते है और उनको फायदा हो रहा है ।

श्री ओंकार लाल बेरवा : उसको खाली करवा लिया गया है ।

अध्यक्ष महोदय : यह क्या हो रहा है । उन को बोलने दीजिए । अगर कोई इस प्रोसीडिंग को देखेगा तो क्या खयाल करेगा ।

श्री शाहनवाज खां : माननीय सदस्य श्री बड़े ने कहा कि आर० पी० एफ० के इंस्पैक्टरों की नियुक्ति के बारे में पक्षपात से काम लिया जा रहा है और शायद उनके साथ इंसाफ नहीं हो रहा है । अगर उनके पास कोई ऐसा केस हो तो मेरे पास भेज दें, मैं उसकी छान बीन करूंगा और देखूंगा कि किसी के साथ बेइन्साफी न हो । लेकिन मैं बड़े आदर के साथ . .

श्री बड़े : स्पीकर साहब . . . .

अध्यक्ष महोदय : आप बैठ जाइए । वह खत्म कर लेंगे तो मैं आप को मौका द दूंगा ।

श्री शाहनवाज खां : रेलवे विभाग में किस को विकाटमाइज नहीं किया जाता । लेकिन अगर रेलवे एम्पलाईज रेलवे प्रशासन के पास आवें तो ज्यादा अच्छा रहेगा और काम भी अच्छी तरह हो सकेगा । कभी कभी देखने में आता है कि जब रेलवे एम्पलाईज कोई ऐसा काम कराना चाहते हैं जोकि नहीं हो सकता तो वह लोग एम्पीज के पास जाते हैं । इससे रेलवे का डिसिप्लिन बिगड़ता है । मैं उम्मीद करता हूं कि पार्लियामेंट के मेम्बर साहिबान रेलवे को डिसिप्लिन कायम रखने में मदद करेंगे और जो लोग उनके पास आते हैं उनसे कहेंगे कि रेलवे प्रशासन के पास जा कर शिकायत करो ।

श्री बड़े : आप डिसिप्लिन के लिए कहते हों . . . .

अध्यक्ष महोदय : यहां आप कितना डिसिप्लिन दिखा रहे हैं ।

श्री बड़े : कहा गया कि रेलवे के कर्मचारी हमारे पास आते हैं तो रेलवे का डिसिप्लिन खत्म हो जाता है, और हम से कहा गया है कि हम डिसिप्लिन कायम रखने में सहयोग करें । लेकिन मैं कहना चाहता हूं कि रेलवे कर्मचारी हमारे पास तभी आते हैं जब वे सब तरफ से निराश हो जाते हैं । क्या उन के कहने का मतलब यह है कि प्रजातंत्र राज में किसी कर्मचारी को एम्पो० के पास न आना चाहिए ।

अध्यक्ष महोदय : उन्होंने तो आप से अपील की है ।

Shri Shahnawaz Khan: With these few remarks, I once again say that I am grateful to the hon. Members who have taken part in this debate.

Mr. Speaker: There are no cut motions. I shall put the question.

The question is:

"That the respective Supplementary sums not exceeding the amounts shown in the third column of the order paper be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of the following demands entered in the second column thereof—

Demands Nos. 4 to 10, 12, 15, 16 and 18."

The motion was adopted.

13·50 hrs.

APPROPRIATION (RAILWAYS) NO. 2 BLL*, 1964

The Deputy Minister in the Ministry of Railways (Shri Shahnawaz Khan): On behalf of Shri Dasappa, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1963-64 for the purposes of Railways.

Mr. Speaker: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1963-64 for the purposes of Railways."

The motion was adopted.

Shri Shahnawaz Khan: I introduce† the Bill.

Shri Shahnawaz Khan: On behalf of Shri Dasappa, I beg to move†:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1963-64 for the purpose of Railways, be taken into consideration."

Mr. Speaker: Motion moved:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the service of the financial year 1963-64 for the purpose of Railways, be taken into consideration."

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*Published in Gazette of India— Extraordinary, Part II, Section 2, Dated 10-3-1964.

†Introduced/moved with the recommendation of the President.

Shri U. M. Trivedi (Mandsaur): Sir, I take this opportunity of only reminding the Ministry that it is true that excess demands or supplementary demands have to be made and passed because these are the things which have been already incurred or are likely to be incurred, but one patent fact remains, namely, that even up to date, we are not able to check corruption which is particularly injuring the whole administration and causing the railway travel unsafe. The safety of the railway travel is the most essential feature of our railway administration but unfortunately, during recent days, it has so happened that wherever new constructions of new bridges have been carried out, particularly on those sections where doubling of lines has taken place, there all the bridges which have been recently constructed have been reported to have cracked, so much so that between Godhra and Ratlam, all the three new bridges that have been constructed have been reported to have breached, with the net result that the the speed of the Frontier Mail which, in the pre-doubling days, was such that it could cover the distance within three hours, now, after doubling, it has become four hours. The old bridges constructed about 80 years ago are still capable of withstanding the strain, while the new bridges are not. Why does it happen? It is so because stealing of cement and girders has taken place on a large scale, and proper materials have not been used.

I therefore wish to say that very great attention must be paid, wherever this new construction is going on, to see that this sort of corruption and corruption by officers, connived at with the help of the constractors, is checked.

Shri Ranga (Chittoor): I would like to say a few words. Quite a lot of scrap material is to be found on the railways as they are being constructed and also when they are under repairs. Though they may not be able to give us information now, I would like the Government to collect the information and place it on the Table of the House some time, showing what steps they have taken in order to collect all this scrap material that they find in excess from time to time after the construction work is over, and how they dispose of it.

Secondly, I reinforce the remarks made by my hon. friend Shri U. M. Trivedi in regard to corruption. I also agree with what the hon. Member said about the construction work that is going on now.

Then there is the question of zones hanging fire for a long time. The answer that is given now and earlier is rather very bureaucratic. I am not surprised, because that is the way they have been answering. At the same time, in their own good time they see it fit to create a new zone. It is a high time that a new zone was created for the middle area in the south and I hope Government would soon come to a decision about it.

Accidents are increasing. He says he also deplores it. I accept the sincerity with which they deplore these accidents. Bpt how is it that more and more accidents are taking place now than in the past? To this question, the Government has not been able to give any satisfactory answer. They had a committee also. The committee made certain recommendations. Two points have again and again been raised by us, that there should be over-bridges and sub-ways. Even where there is some kind of sub-way about which we have given them information, they have not been able to take any helpful decision. They are not trying to utilise the subways for the benefit of the general public. They simply would allow it to remain there merely for the purpose of water flowing right through. I want them to reconsider their attitude in regard to this matter. Wher-

ever there are already subways, they should be made use of and approach roads should be built at the cost of the railways, so that some contribution can be made towards minimising these accidents.

About facilities to third-class passengers, my hon. friend, Shri Reddy, made a strong point during the debate on the railway budget. We would like them to give some urgent consideration to that particular matter. So little is being done about it.

Running of shuttle trains is the most important thing on all those sections of the railways where there is too much overcrowding and too much of traffic.

Catering is still as bad as ever. In fact, it was that that has induced me to rise in my seat today, because the other day I was going down to the south and by the time I reached Madras, I got diarrhoea. I have not been able to get over the effects of it even now and I had to go through any amount of trouble and medical treatment also. That is the sort of stuff that they have been supplying us. So many other people are suffering but they do not have a chance of raising their voice here because they are not here.

Mr. Speaker: They will know it by now and they will write to the hon. Member . . .

Shri S. M. Banerjee (Kanpur): Maybe it was due to over-eating.

Mr. Speaker: An hon. Member behind says that this may be the result of over-eating!

Shri Ranga: He has got the privilege of saying that but I can only tell you that it was due to the sort of stuff supplied to us.

There is the question of improvement of stations. I brought to their notice the bad condition in which the most important station in my own constituency finds itself to be, that is, Chittoor. They have given the usual bureaucratic reply. They do not even give any consideration to it. They have written to the General Manager or somebody there, who gave them the reply, which they simply passed on to me for whatever it is worth. If that is the responsible or irresponsible manner in which the railway administration is functioning, if that is to be the evidence of their sense of responsibility as well as response to the suggestion made by me after all these years of experience in this House and with this Ministry, one can easily understand how efficient, how sensible, how responsive and how democratic this administration has come to be.

Shri Shahnawaz Khan: Sir, regarding corruption, there can be no two opinions. In the railway ministry, we are endeavouring as much as it is humanly possible, consistent with the evidence that is available, to do everything possible to check corruption. If we receive the co-operation of hon. Members, our task will be made much easier.

16 hrs.

Regarding the running of trains over unsafe bridges at various places, I can assure the hon. Member and the House that no train will be allowed to cross any bridge which is considered unsafe. We make pretty sure that the bridges are safe to run.

Mr. Speaker: What about that diarrhoea?

Shri Shahnawaz Khan: I admit there is room for improvement in catering. We are seized of the views of the hon. Members, and we are taking steps to improve railway catering.

Mr. Speaker: The question is:

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of

[Mr. Speaker]

India for the service of the financial year 1963-64 for the purposes of Railways be taken into consideration."

The motion was adopted.

Mr. Speaker: Now we take the Bill clause by clause. The question is:

"That clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

Shri Shahnawaz Khan: Sir I move.

"That the Bill be passed."

Mr. Speaker: The question is:

"That the Bill be passed."

The motion was adopted.

16.02 hrs.

*DEMANDS FOR SUPPLEMENTARY GRANTS (GENERAL), 1963-64

Mr. Speaker: The House will now take up discussion and voting on the Demands for Supplementary Grants in respect of the Budget (General) for 1963-64. Does the Minister want to say something while introducing the Demands?

The Deputy Minister in the Ministry of Finance (Shrimati Tarkeshwari Sinha): No, Sir.

Mr. Speaker: I shall place the Demands before the House.

DEMAND NO. 8—MINISTRY OF DEFENCE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,18,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Ministry of Defence".

DEMAND NO. 12—SUPPLIES AND DISPOSALS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 12,21,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Supplies and Disposals'."

DEMAND NO. 14—MINISTRY OF EDUCATION

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Ministry of Education".

DEMAND NO. 15—EDUCATION

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 76,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Education".

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*Moved with the recommendation of the President.

DEMAND NO. 17—TRIBAL AREAS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 65,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Tribal Areas'."

DEMAND NO. 21—DADRA AND NAGAR HAVELI AREA

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,25,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Dadra and Nagar Haveli Area'."

DEMAND NO. 26—UNION EXCISE DUTIES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 10,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of Union Excise Duties'."

DEMAND NO. 27—TAXES ON INCOME INCLUDING CORPORATION TAX, ETC.

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 15,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Taxes on Income including Corporation Tax etc.'."

DEMAND NO. 33—PENSIONS AND OTHER RETIREMENT BENEFITS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 63,89,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Pensions and other Retirement Benefits'."

DEMAND NO. 35—OPIUM

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 46,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Opium'."

DEMAND NO. 36—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF FINANCE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 52,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Other Revenue Expenditure of the Ministry of Finance'."

DEMAND NO. 38—GRANTS-IN-AID TO STATES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 3,50,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Grants-in-aid to States'."

DEMAND NO. 39—MISCELLANEOUS ADJUSTMENTS BETWEEN THE CENTRAL AND STATE GOVERNMENTS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 5,00,000 be

[Mr. Speaker]

granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Miscellaneous adjustments between the Central and State Governments'."

DEMAND NO. 43—AGRICULTURAL RESEARCH

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 4,91,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Agricultural Research'."

DEMAND NO. 55—CENSUS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 5,53,000 be granted to the President to defray the charges which will come in course of payment during the year ending of 31st day of March, 1964, in respect of 'Census'."

DEMAND NO. 60—ANDAMAN AND NICOBAR ISLANDS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 37,27,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Andaman and Nicobar Islands'."

DEMAND NO. 63—LACCADIVE, MINICOY AND AMINDIVI ISLANDS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 18,63,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Laccadive, Minicoy and Amindivi Islands'."

DEMAND NO. 67—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF INFORMATION AND BROADCASTING

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 9,72,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Other Revenue Expenditure of the Ministry of Information and Broadcasting'."

DEMAND NO. 69—MULTI-PURPOSE RIVER SCHEMES

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 18,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'multi-purpose river schemes'."

DEMAND NO. 70—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF IRRIGATION AND POWER

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 79,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'other revenue expenditure of the Ministry of irrigation and Power'."

DEMAND NO. 73—LABOUR AND EMPLOYMENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 83,95,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Labour and Employment'."

DEMAND NO. 86—SCIENTIFIC RESEARCH AND CULTURAL AFFAIRS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,30,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of other revenue expenditure of 'Scientific Research and Cultural Affairs'."

DEMAND NO. 95—LIGHTHOUSES AND LIGHTSHIPS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,80,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Lighthouses and Lightships'."

DEMAND NO. 99—INDIAN POSTS AND TELEGRAPHS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,55,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Indian Posts and Telegraphs'."

DEMAND NO. 100—POSTS AND TELEGRAPHS—DIVIDEND TO GENERAL REVENUES AND APPROPRIATIONS TO RESERVE FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,73,86,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Posts and Telegraphs—Dividend to General Revenues and Appropriations to Reserve Fund'."

DEMAND NO. 102—PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,50,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Public Works'."

DEMAND NO. 103—STATIONERY AND PRINTING

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 3,14,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Stationery and Printing'."

DEMAND NO. 104—EXPENDITURE ON DISPLACED PERSONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 35,29,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Expenditure on Displaced Persons'."

DEMAND NO. 112—SECRETARIAT OF THE VICE-PRESIDENT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 25,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Secretariat of the Vice-President'."

DEMAND NO. 117—CAPITAL OUTLAY OF THE MINISTRY OF EDUCATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 83,00,000 be granted to the

[Mr. Speaker]

President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Capital Outlay of the Ministry of Education'."

DEMAND No. 118—CAPITAL OUTLAY OF THE MINISTRY OF EXTERNAL AFFAIRS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 27,00,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Capital Outlay of the Ministry of External Affairs'."

DEMAND No. 120—CAPITAL OUTLAY ON CURRENCY AND COINAGE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,95,48,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Capital Outlay on Currency and Coinage'."

DEMAND No. 123—COMMUTED VALUE OF PENSIONS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 24,72,000 be granted to the President, on account, for or towards defraying the charges during the year ending on the 31st day of March, 1964, in respect of 'Commuted Value of Pensions'."

DEMAND No. 124—OTHER CAPITAL OUTLAY OF THE MINISTRY OF FINANCE

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 6,04,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Other Capital Outlay of the Ministry of Finance'."

DEMAND No. 126—LOANS AND ADVANCES BY THE CENTRAL GOVERNMENT

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 4,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Loans and Advances by the Central Government'."

DEMAND No. 128—PURCHASE OF FOOD GRAINS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 25,00,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Purchase of Food Grains'."

DEMAND No. 133—CAPITAL OUTLAY ON MULTI-PURPOSE RIVER SCHEMES

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay on Multi-Purpose River Schemes'."

DEMAND No. 135—CAPITAL OUTLAY OF THE MINISTRY OF LABOUR AND EMPLOYMENT

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 4,60,000 be grant-

ed to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay of the Ministry of Labour and Employment'."

DEMAND NO. 137—CAPITAL OUTLAY OF THE MINISTRY OF SCIENTIFIC RESEARCH AND CULTURAL AFFAIRS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,50,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay of the Ministry of Scientific Research and Cultural Affairs'."

DEMAND NO. 139—CAPITAL OUTLAY ON ROADS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 2,77,68,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 142—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT AND COMMUNICATIONS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 1,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Other Capital Outlay of the Ministry of Transport and Communications'."

DEMAND NO. 143—CAPITAL OUTLAY ON POSTS AND TELEGRAPHS (NOT MET FROM REVENUE)

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 4,26,69,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay on Posts and Telegraphs (Not met from Revenue)'."

DEMAND NO. 144—CAPITAL OUTLAY ON PUBLIC WORKS

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 50,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Capital Outlay on Public Works'."

DEMAND NO. 145—DELHI CAPITAL OUTLAY

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 10,90,64,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Delhi Capital Outlay'."

DEMAND NO. 146—OTHER CAPITAL OUTLAY OF THE MINISTRY OF WORKS, HOUSING AND REHABILITATION

Mr. Speaker: Motion moved:

"That a supplementary sum not exceeding Rs. 93,00,000 be granted to the President to defray the charges which will come in course of payment during the year ending the 31st day of March, 1964, in respect of 'Other Capital Outlay of the Ministry of Works, Housing and Rehabilitation'."

Mr. Speaker: What about the cut motions that hon. Members want to move? Cut motions 1 and 2 are in

[Mr. Speaker]

the name of Shri Banerjee. He is not here. Nos. 3 and 4 are in the name of Shri Sivamurthi Swamy. He is also not present. No. 5 is out of order. Nos. 6, 7, 8 and 9 are also in the name of Shri Banerjee. Is Shri Kishen Pattnayak moving his cut motion?

Shri Kishen Patnayak (Sambalpur): Yes, Sir.

मैं प्रस्तुत करता हूं :

कि वैज्ञानिक अनुसंधान मंत्रालय शीर्ष के अन्तर्गत मांग में ५०,००,००० रुपये कम कर दिये जायें ।

[(वैज्ञानिक और औद्योगिक अनुसंधान परिषद के खर्चे में मितव्ययता)] (१०)

Mr. Speaker: The Supplementary Demands and cut motion No. 10 are now before the House.

Shri Vasudevan Nair (Ambalpuzha): Mr. Speaker, Sir, in the first place, I would like to refer to Demand No. 43 concerning agricultural research. The Central Government has decided to take over the administration of the Indo-Norwegian Fisheries Project. In connection with that the Government has decided to make a large number of appointments with effect from 1-9-1963. A long list of the number of people appointed from 1-9-1963 is given in the annexure. This project was intended, as it is stated in the Supplementary Demands, with the object of raising the standard of living of fishermen in the area through increased returns for their activity, efficient distribution of fresh fish, improvement of fish products etc. The contribution of the Norwegian Government was to the tune of Rs. 336 lakhs. There again, it is proposed to have a training institute at Cochin so that the fishermen are given training to handle boats—not country boats but mechanised boats.

16.05 hrs.

[Mr. Deputy-Speaker *in the Chair*]

Now I would like to know whether the money that was spent for this project is justified by the results that we have achieved till now. I am apprehensive because it is stated here that so far about 170 fishermen have been trained in handling mechanised boats and improved methods of fishing.

Now the activities of the Indo-Norwegian project are to be extended to other States, i.e., Madras and Mysore apart from Kerala. All these years it was mainly concentrating its activities in Kerala State on the western coast. So, I think it is no credit either to this institution or to the Government to say that during the last many years 170 fishermen have been trained. Out of lakhs of fishermen on the West Coast of Kerala, to say that 170 fishermen have been trained in handling mechanised boats is not at all an achievement in my view. I would like to know the reason for this poor performance on the question of training of fishermen.

Then, this training institute of Cochin was a project which was being talked about for the last few years. As far as I know, this institute has not begun functioning in full swing even today. We know that there was a proposal to divide the institute which was to be established at Cochin into two. I would like to know the reason for this delay and why the institute is not functioning in full swing even now. I think the Government owes an explanation to the House for this dilatory may of functioning, as far as this very important institute is concerned.

Then, I would like to say a few words on Demand No. 57, privy purses and allowances of Indian rulers. This is a problem that had been discussed in this House very often for so many years we were demanding its abolition because there is practically no justification for doling out large amounts from the public exchequer

to the ex-rulers, especially during the so called emergency—it is, of course, "so called" no. The continuance of the payment of privy purse to our wealthy princes is thoroughly unjustified. As a matter of fact, it is immoral on the part of Government to continue to dole out this money. At least during the period of the emergency, they could temporarily, tentatively, for the time being, stop the payment of this money and they could later consider what should be done in the future.

Now, I come to Demand No. 117—Capital Outlay of the Ministry of Education. Under the Colombo Plan, we are getting a kind of help from some Governments. For example, the Government of Australia has supplied us with paper for the printing of text-books. It is said here:

> "The Government of Australia have agreed to provide to the Government of India 2000 tons of paper for text-books annually for a period of five years from 1962-63 as assistance towards free and compulsory education for children. The paper is in turn allocated to the various State|Union Territory Governments to enable them to print text-books at the primary stage of education for eventual free distribution to poor and needy children in primary schools . ."

There is a story about this paper being made use of by the State Governments. This is a case of Australian Government. There are some other Governments also, not belonging to the Commonwealth, like, the Government of Sweden. I think, who are giving us paper for the specific purpose of printing text-books. Now, what is happening is this. The text-books printed on this paper are not distributed free to primary school children. There is absolutely no question of free distribution of text-books to primary school children. It is claimed here that this is meant for free distribution. On the other hand, some of the State Governments are profiteering on this very gift from the Governments like the Australian Government. As a matter of fact, we have a specific case of our State Government having made a lot of profit by selling these text-books at an enhanced price compared to the previous year. Is it proper for our Government to encourage any such kind of profiteering and specially at the expense of our school children and their parents when this paper, as it is stated here, is given to us free and with the specific purpose of printing text-books to be distributed free to our primary school children? I think the Government of India is not such a pauperised Government as to go to the extent of themselves doing it or allowing the State Governments to engage themselves in this immoral activity. It is high time they should stop this and the text-books printed at least with the help of this paper should be distributed free to poor children.

Then, I come to Demand No. 99—Indian Posts and Telegraphs Department. You might remember that a few days back a question was raised in this very House about the Bell Telephone Co. who were given the contract to lay cables and to supply some materials to our Government. A lot of interest was evinced by the Members belonging to all Parties of this House when it was pointed out that this very Company was engaged in shady transaction in another country in Africa, namely, Tunisia. The hon. Minister for Posts and Telegraphs in the beginning tried to pretend that they did not know anything about the antecedents of this Company. But when pointed questions were put to him, he was forced to admit that they also have heard something about the shady deals of this particular Company. Now, I would like to know whether, knowing about the character of this company, the bad antecedents of this Company who were engaged in putting up cables in Tunisia which could be tapped by the French Embassy, and

[Shri Vasudevan Nair]

when they were engaged by us, when they were given a contract by us, our Government tried to ascertain what has happened in Tunisia through our diplomatic channels from the Government of Tunisia. If they have not done that, what was the specific reason for not doing it? I have got photostat copies of a large number of reports which have appeared in the French as well as the Tunisian papers about the way this particular company had behaved as far as Tunisia was concerned. Their past, their antecedents and everything connected with them have to be taken into consideration when we are trying to give them a large contract and that too, when we are trying to give them a work which should be done with all care because it is a matter that concerns the security of the country. I should say that the hon. Minister in charge of the Posts and Telegraphs Department has not taken sufficient care in dealing with this problem. Rather, he was trying to shield this company instead of really telling the House and the country what the antecedents of this company were. So, even at this moment, we would like the Ministry to further enquire into the matter, and to go into all the antecedents and the history of this company, and if necessary and if they feel that we cannot entrust this important work to this company for reasons of security, then they should have no difficulty in cancelling this contract.

Shrimati Lakshmikanthamma (Khammam): We have heard several hon. Members express their concern during the budget debate over the rise in prices. They have also expressed that the budget proposals do not contain any concrete steps for bringing down the prices.

In India today the consumptive tendency is bound to be high in view of the fact that there is more money available in the hands of the people due to the developmental activities and also due to the reaction of enforced austerities in the past decades. It is not easy for any Government to control these tendencies by themselves. There appears to be no simple or single solution to this phenomenon.

I would now like to come to acknowledge certain features of the present situation of the rise in prices. As I have already submitted, the consumptive tendency has been very high after planning and development in this country. Of course, as has been said in the budget and elsewhere, there has, no doubt, been an increase in food production as well as in the production of consumer goods. But the index of increase in consumption has far outstripped the index of increase in production. I am sure that this will be accepted by everyone.

In a backward country like ours, we cannot have too many curbs on consumption because that would only inhibit progress in production. At the same time, we cannot also have unlimited and uncontrolled consumption because that will render progress impossible in the context of the rise in population. It will only result in the living standards ultimately going down. It should, therefore, be the concern of our Planning Commission to strike a pragmatic balance between the two extreme positions so that the rate of saving is maintained at a predetermined level and the price structure does not get out of hand. In theory, all this is perfectly true, but when it comes to a question of practice, opinions differ and suggestions are varied.

I believe that it is the essence of a welfare State and socialist planning to think of appropriate State action to maintain the balance to which I have referred and this State action can take several forms. Some of these actions may be good in themselves; others may appear good but really they may not be so. For instance, I can give the instance of the tendency on the part of

the State Governments as well as the Central Government to give an *ad hoc* increase in the dearness allowance to their employees from time to time.

Mr. Deputy-Speaker: On which Demand is the hon. Member speaking?

Shrimati Lakshmikanthamma: I thought that we were taking up all the Supplementary Demands together.

Mr. Deputy-Speaker: This is not a general discussion on the general budget. You must speak on the supplementary demands.

Shrimati Lakshmikanthamma: That is true. But it contains all the demands. I thought supplementary demands would include this. This comes under planning. What I am talking of is about maintaining the price level.

Mr. Deputy-Speaker: Which is the supplementary demand on which she is speaking?

Shri C. K. Bhattacharyya (Raiganj): This is also a supplementary budget speech!

Shrimati Lakshmikanthamma: It is almost comprehensive.

Mr. Deputy-Speaker: Let it not be a supplementary budget speech, as Shri Bhattacharyya has put it.

Shrimati Lakshmikanthamma: Are these not supplementary demands for grants, supplementary to the general budget?

Mr. Deputy-Speaker: These are supplementary demands. They are enumerated in the pamphlet supplied. She must speak on that.—She is losing time.

Shrimati Lakshmikanthamma: These supplementary demands are almost as comprehensive as the general budget.

Mr. Deputy-Speaker: I am sorry it is not so.

Shrimati Tarkeshwari Sinha: Because these supplementary demands cover expenditure for one month, the entire expenditure of the Government of India, probably she thinks it is within her competence to speak on those matters.

Mr. Deputy-Speaker: I cannot agree with the hon. Minister.

Shrimati Tarkeshwari Sinha: But it is a fact.

Mr. Deputy-Speaker: She has to speak on the particular demands.

Shrimati Lakshmikanthamma: This comes under 'planning'.

Mr. Deputy-Speaker: Which is the demand on which she is speaking?

Shri Hari Vishnu Kamath (Hoshangabad): You have lost two minutes already.

Mr. Deputy-Speaker: Please conclude. You are losing time.

Shrimati Lakshmikanthamma: When we are talking of prices of foodgrains, it comes under agriculture.

Mr. Deputy-Speaker: She has to be relevant. Anyway, let her conclude.

Shrimati Lakshmikanthamma: I am confused now.

Mr. Deputy-Speaker: You have lost three minutes.

Shri Ranga (Chittoor): What have you done, Sir?

Shrimati Lakshmikanthamma: Here is an item—pay of officers. I am talking of dearness allowance, the *ad hoc* increase in that, how it will not help in any way to compensate for the rise in prices.

From now onwards, I will take the time.

Mr. Deputy-Speaker: You have already taken time. Not more than ten minutes are allowed.

Shrimati Lakshmikanthamma: I do not understand how the increase of a few rupees in the *ad hoc* dearness allowance to the employees is going to have a beneficial effect on the

[Shrimati Lakshmikanthamma]

household budget. Experience has shown beyond doubt that such an increase will only aggravate matters resulting in a rise in prices still further. I can only feel that this is a sad commentary on the imagination of our planners.

What then should be done to keep the prices down? The problem has to be tackled, I feel, on several fronts. The right type of State action that needs immediate implementation is the establishment of a network of consumer stores all over the country. Given the requisite drive and determination, I have no doubt that one such institution can be established at each State headquarters and each district headquarters. There is no dearth of talent, and I am sure Government need not be afraid that such a thing may result in failure. I welcome Government giving increased dearness allowance to its employees, but if we can spend at least half of this amount in the form of subsidies to these institutions, I am sure we will be able to stabilise the price level in quite a short time.

Shri Ranga was stating yesterday that there was echoing and re-echoing, but I am sure that Shri Ranga at least was echoing what has been expressed on this side regarding intensive development of agriculture and other things. So also, we might have echoed his feelings. It does not mean that when Members express their feelings, they are echoing the feelings of others.

Some people have mentioned that State trading in foodgrains should be undertaken. We can undertake it, but whenever we think of such State action, we are faced with the grim fear of the inefficiency of the administration. One of the most deplorable features of our administration after independence has been that no determined effort has been made to reorient and reform our administrative machinery to cope with the tasks of a Welfare State aiming at socialist transformation.

Regarding agricultural production, from field observation I have come to find out certain defects. There is no doubt that there has been an increase in the use of fertilisers, that better agricultural practices have been adopted, that irrigation facilities have been provided, that better pest control measures are prevalent, but I would like to know whether all these measures are taken in respect of the same plot. On paper it may be very good to know that all these facilities are being given by Government to increase agricultural production, but if fertilisers are applied to one set of plots, better seeds are made available to a different set of plots, irrigation facilities to a third set, and insecticides to a fourth set of plots, we cannot expect intensive production.

Mr. Deputy-Speaker: The hon. Member should conclude now.

Shrimati Lakshmikanthamma: All my time was taken up by interruptions.

Mr. Deputy-Speaker: Firstly, the hon. Member has not spoken anything on the Demands.

Shrimati Tarkeshwari Sinha: It may be explained to her that these are Supplementary Demands. She thinks this is vote on account.

Mr. Deputy-Speaker: I have explained. Shri Ranga.

Shri Ranga: I shall deal with only a few of the Supplementary Demands. I shall start with Demand No. 128 dealing with food imports and the money that they want. It is a wonder to think that they have been trying to build buffer stocks but the moment some shortage has arisen that too for a temporary period as it did the other day in Delhi and all around, Government confessed that prices had shot

up. At what strategic place, if at all, they chose any strategic place, do they keep these American stocks and by what means and through what programme they try to move them to those places where scarcities arise so that the prices may be kept under control. There seems to be no satisfactory plan or programme followed by the Government. Otherwise, these mishaps could not take place. Secondly, till now one of the objects for which these imports had been brought in was to keep the price level of foodgrains under control. They have done it with such good effect that the wheat prices had been kept down at a level much lower than what it was in 1952-53; this is according to their own statistics. If this is the way in which they want to keep down the agriculturist class in our country, I can only say that it is not fair. They themselves say that they are selling these in some areas at lower than the cost price and therefore they are incurring certain losses. I would like to know where. Actually we have found that the prices at which they have been selling foodgrains in their fair price shops are not very different from the procurement floor prices they are paying to agriculturists. Actually, what is happening? They get at these flour dealers, grain dealers and rice millers and force them to sell at this uneconomic or low price, so-called procurement price, giving them freedom later on to recover these losses by charging or adding something more to the sale prices that they would be charging to the consumers. The producers are made to suffer or the consumers are made to suffer. Traders and millers are not allowed to suffer and the Government does not seem to suffer. I do not think it is a fair way of dealing with our people. Particularly when they use these imported foodgrains to keep our prices under control and also make available foodgrains to all these fair price shops, they should see to it that the foodgrains are actually moved expeditiously to all these places where scarcities are expected to arise within the next 15 or 30 days so that they could help the consumers. That does not seem to be happening at present.

Coming to the question of fertilisers and loans given to the State Governments in order to help people to make these purchases from the Union Government, only this morning we discovered to our surprise that Government is not dealing with this matter on a no-profit,-no-loss basis but on the other hand having created a new organisation, are allowing it to make profits and accumulate these profits—for what purpose, we do not know. This is a wrong policy and I would like to place on record our dissent to this policy.

Shri Tyagi (Dehra Dun): They dispute the rate of profit it is more than Rs. 80 per ton.

Shri Ranga: Coming to Demand No. 38—grants made to the States for agricultural development—they have themselves said that many of the States have not been able to make use of these development grants. We have not been told why some of the States found it impossible to make use of these development grants. Is it because that Government have offered only grants-in-aid and the local Governments have not been able to find sufficient matching funds? Or, is it because the local Governments did not develop necessary administrative set-up to be able to make use of those funds? We would like to have information in regard to that.

Then there is the question of supply of seeds. Has not the time come when the Government of India should make up its mind at least to supply seeds free of cost—tested seeds—and then start regular seed depots—

The Parliamentary Secretary to the Minister of Food and Agriculture (Shri Shinde): Free of cost?

Shri Ranga: Yes; to the State Governments, you are making so many grants; instead of giving money, give

[Shri Ranga]

these grants in kind. Supply these seeds freely to the State Governments and expect the State Government to supply them also to all those peasants who are members of the better farming societies in various places, members of local co-operative societies and also—

Shri Shinde: You are opposed to better farming. (*Interruption*).

Shri Ranga: My hon. friend is not old enough to know that long before he came into public life, I had begun or organise co-operative not in one State but in many States. And before he came to this House, I would like him to know that I was President of the All-India Co-operative Union, and therefore, it is wrong for him to presume that just because I am opposed to co-operative farming, I am opposed to all co-operatives. To be a cooperator is not the monopoly of my hon. friend on the other side. (*Interruption*).

To all those people, improved seeds must be made available free of cost, so that they would be encouraged to develop intensive cultivation and also develop the production of new varieties of foodgrains and various other agricultural products. We have been spending quite a large amount of money on scientific research ever since we became free and we all welcome it. We have placed recently, I suppose, many scientists, for some years, at the head of these departments also, but we are not quite convinced that the work that these scientific laboratories and research institutes have been carrying on is commensurate with the expenditure that we are incurring. Even now, they want us to agree to allot more than Rs. 90 lakhs as recurring grants. Therefore, I think it is high time that Government appoints a Commission to study the work of these research institutes and satisfy the public that their work is useful, fruitful and is commensurate with the amount of money that we are placing at their disposal.

I am glad that they are having State trading in NEFA, because that is eminently an area where there is scope for State trading. But I would like to know how it is being administered. There was a lot of scandals sometime ago to the effect that in this air-dropping of aids, various commodities,-in NEFA area, so much of mischief has taken place. The Government promised at that time an enquiry, and I think they did appoint an enquiry committee. We do not know what has happened to that enquiry: whether any report has been submitted to the Government. We would like the Government to go into this matter and place on the Table of the House the report of that enquiry committee and also from time to time to give us reports on the working of this State trading in NEFA.

Then there is going to be a Siliguri Road Company. What has it to do is not quite so clear.

Shri Hari Vishnu Kamath: It is known to them only.

Shri Ranga: Yes; it is only known to them. We would like to have more information. They have not given us sufficient information here to enable us to have any opinion at all in regard to that particular matter.

Lastly, my hon. friend the Education Minister is going to have a few institutes to study the working of elementary education and improve the syllabus and also the way in which elementary education can be spread among our people. We are having any number of institutions like this. For secondary education also, I dare say we would have another institute. We have no objection to it, provided we have money. We do not have money. Is this the time we should be having these institutes? If we must have them, let them make out a good enough case for the urgency and also the need for

establishing special institutes, so that we can with a clear consience agree to the demands that they make for grants for these various projects.

Mr. Deputy-Speaker: Shri D. S. Patil.

श्री दे० शि० पाटिल (यवतमाल) : उपाध्यक्ष महोदय, मैं सप्लीमेंटरी डिमांड नम्बर ३८, पेज ३२, के बारे में कुछ कहने के लिए खड़ा हुआ हूं ।

Shri Tyagi: Sir, may I raise one point? For the last few months, we are establishing a convention that names are called according to the list. Could you kindly follow the old convention of Members trying to catch your eye, instead of proceeding by the list?

Shri Radhelal Vyas (Ujjain): It is not only a convention, but a question of vioating the rules. The rules provide that Members should stand up. Our first Speaker, Shri Mavalankar insisted on it. Even our second Speaker, Mr. Ayyangar also insisted on it that even though the list may be before the Chair, the Member who wants to speak must rise. That is the rule. I submit that this rule should not be violated by the Chair itself. Moreover, interest is taken away because Members remain here only if their names are on the list.

Mr. Deputy-Speaker: I am not going by the list.

Shri Rahdelal Yyas: Names are called of those hon. Members who do not stand up and sometimes names are called of Members who are absent in the House. It seems very ridiculous. The rule provides that a Member who wants to speak must rise and catch your eye. The list is only to guide the Chair.

Mr. Deputy-Speaker: It is just to help me.

Shri Radhelal Vyas: In future, the Chair should observe the rules.

Shri Bade (Khargone): I object to the proposal of Shri Vyas and Shri Tyagi. They have got 300 persons and they can catch your eye. But for us, it is difficult to catch your eye. So, the procedure of going by the list is all right. They have got their own whip and they can give their names to the whip.

Mr. Deputy-Speaker: I am not going by the list.

Shri Tyagi: If a Member catches the eye of the Speaker, it does not automatically entitle the Member to speak. The Chair has to use the discretion, which is vested in it.

Mr. Deputy-Speaker: It is only to help me.

Shri Kamalnayan Bajaj (Wardha): The opposition gets more time than the Congress.

Shri Bade: It seems they are not satisfied with their whip. That is why they are raising it.

Shri Hari Vishnu Kamath: May I draw your attention to another matter which is no less important? There is no quorum again.

Mr. Deputy-Speaker: The bell is being rung.

Shri Shinde: What does Mr. Kamath achieve by this?

Shri Kamalnayan Bajaj: Peace of mind

Mr. Deputy-Speaker: It is a question of following the rules.

Shri Hari Vishnu Kamath: Not mere rules, but the Constitution, which is more important than the rules.

Mr. Deputy-Speaker: Now there is quorum. Shri D. S. Patil may continue.

श्री दे० शि० पाटिल : उपाध्यक्ष महोदय, इस डिमांड के अन्तर्गत राज्य सरकारों को कृषि-उत्पादन के लिए जो लोन और ग्रान्ट देने की व्यवस्था की गई है, मैं उस के बारे में चर्चा करने के लिए खड़ा हुआ हूं ।

यहां पर हर बात के सम्बंध में कहा जाता है कि यह काम स्टेट का है, हमारा नहीं है । अगर शिक्षा की बात उठाई जाती है, तो कहा जाता है कि यह स्टेट का काम है, सैंटर का काम नहीं है । अगर यहां पर कृषि-उत्पादन बढ़ाने की बात उठाई जाती है तो कहा जाता है कि यह स्टेट सबजेक्ट है, यह सैंटर का सबजेक्ट नहीं है । जब शुरू में बजट तैयार किया गया था, तो सैंटर ने एग्रीकल्चरल प्राडक्शन बढ़ाने के लिए एक खास प्रोग्राम बनाया था और उस के लिए ९६ करोड़ रुपये की रकम रखी थी । बाद में सैंट्रल टीम आफ़ प्लानिंग कमीशन की सिफ़ारिशों के अनुसार उ रकम को बढ़ा कर ११० करोड़ रुपये की रकम रखी गई । शरू-शुरू में सैंट्रल गवर्नमेंट ने राज्य-प्लानों के लिए ५८.२५ करोड़ रुपये की रकम रखी थी, लेकिन इस टीम की सिफ़ारिशें आने के बाद केन्द्रीय सहायता के रूप में ७३.६५ करोड़ रुपये की राशि रखी गई । लघु-सिंचाई, भूमि-संरक्षण और कृषि-उत्पादन के प्रयत्नों के लिए १५.४० करोड़ रुपये की रकम बढ़ाई गई । केन्द्रीय सरकार के द्वारा स्पांसर्ड स्कीम्ज के लिए राज्यों को २.६९ करोड़ रुपये की ग्रान्ट दी गई । इसी प्रकार फ़र्टीलाइजर और सीड्ज के लिए और उन के वितरण के लिए जो रकम दी गई, जो ऋण दिया गया, वह २५ करोड़ रुपये का था । उस के बाद दवाई के लिए जो ऋण दिया गया था, वह भी काफ़ी रकम थी ।

लेकिन इस समय में लघु-सिंचाई के बारे में कुछ कहना चाहता हूं । लघु-सिंचाई के द्वारा हमारा एग्रीकल्चरल प्राडक्शन बढ़ सकता है । बड़े बड़े प्राजक्टस हैं, लेकिन उन को पूरा करने के लिए बड़ी कालावधि लगती है । लेकिन अगर हम लघु-सिंचाई की स्कीम्ज को चलाय, जैसे नाले और वैल्ज हैं, तो एक साल में हमारा प्राडक्शन बढ़ सकता है । इसी लिए इस पर जोर दिया गया था और इसी लिए एक टीम भी मुकर्रर की गई थी ।

लेकिन यह देखा जाता है कि जो रकम दी गई थी, उस में काफ़ी खर्चा नहीं हुआ । उस में दो दिक्कतें हैं । सैंट्रल गवर्नमेंट कहती है कि रकम दी गई थी, लेकिन खर्च नहीं हुआ । प्लानिंग कमीशन ने भी कहा है कि उत्पादन नहीं बढ़ा है और यह मानी हुई बात है कि कृषि-उत्पादन नहीं बढ़ा है । लेकिन इस का कारण क्या है, इस की जिम्मेदारी लेने के लिए कोई भी तैयार नहीं है । सैंटर कहता है कि यह स्टेट की जिम्मेदारी है, स्टेट ने ठीक काम नहीं किया । जब हम स्टेट गवर्नमेंट को पूछते हैं, तो वह कहती है कि सैंटर की जिम्मेदारी है, क्योंकि उस ने ऐसी स्कीम्ज बनाई है कि हम उन को इम्प्लीमेंट नहीं कर सकते हैं । बड़ी स्कीम्ज सैंटर से चलाई जाती हैं और राज्यों की स्कीम्ज राज्य चलाते हैं । लेकिन यह तय किया गया है कि दस लाख रुपये से नीचे की स्कीम्ज लघु-सिंचाई की स्कीम्ज में आ जायेंगी । अगर कोई ऐसी स्कीम बन जाती है कि दस लाख के थोड़ा सा भी ऊपर खर्च बैठता है तो उस को लघु सिंचाई की स्कीम नहीं माना जाता है और इस तरह से जो रुपया दिया गया होता है वह उस के लिए खर्च नहीं होता है । मेरे विचार में लघु स्कीम वह होती है जिस पर कम रुपया खर्च होता हो । लेकिन इस वास्ते दस लाख की जो मर्यादा रखी गई है, वह मर्यादा ज्यादा होनी चाहिये । हमारे देश में डेमोक्रेटिक डिसैंट्रलाइजशन का प्रोग्राम बन गया है, पंचायती राज की स्थापना हो गई है और २५० एकड़ के लिए जो प्लान बनता है, २५० एकड़ के लिए इरिगेशन की सुविधा जो दी जानी होती है

वह डिस्ट्रिक्ट पंचायत की ओर से तथा जिला परिषद् की ओर से दी जाती है । इस वास्ते मैं समझता हूं कि जो खर्च नहीं हुआ है उस का कारण यह है कि दस लाख के ऊपर की जो स्कीम्ज़ हैं वे बड़ी स्कीम्ज़ मानी जाती हैं और उस से नीचे की स्कीम्ज़ को लघु सिंचाई की स्कीम्ज़ माना जाता है । अगर आप चाहते हैं कि पूरा रुपया खर्च हो तो आप को दस लाख की जो मर्यादा आपने रखी है, इस को ज्यादा करना होगा ।

स्टेट और स्टेट में जो डिसक्रिमिनेशन किया जाता है, उस की ओर अब मैं आप का ध्यान दिलाना चाहता हूं । तालाबों की बात को हां आप ले लें। कुछ स्टेट्स हैं जहां पर तालाब बनाने के लिए सुविधा दी जाती है, अनुदान दिया जाता है, ऋण दिया जाता है । लेकिन दूसरी स्टेट्स को यह सहूलियत नहीं दी जाती है । तालाब बनाने के लिए २५ प्रतिशत अनुदान के रूप में दिया जाता है और ७५ प्रतिशत ऋण के रूप में केन्द्र द्वारा दिया जाता है । यह सुविधा केवल मद्रास, मैसूर, आंध्र प्रदेश और उड़ीसा में ही लागू है, दूसरी स्टेट्स में नहीं है । यह सुविधा अन्य जो राज्य हैं, उन को भी मिलनी चाहिये । मध्य प्रदेश में तालाब हैं । वहां का कुछ भाग महाराष्ट्र में चला गया है । देहातों में सैकड़ों की तादाद में नहीं बल्कि हज़ारों की तादाद में तालाब हैं । लेकिन उन गांवों को कोई सुविधा नहीं है । मैं नहीं समझता हूं कि यह उचित होगा कि केन्द्र की जो सुविधा और सहायता देने की योजना है, यह खाली मैसूर, मद्रास, आंध्र प्रदेश और उड़ीसा तक ही सीमित रहे और अन्य राज्यों को न मिले । यह सुविधा अन्य राज्यों को भी मिलनी चाहिये ।

पार्ट बी में यह कहा गया था कि प्राइमरी एजुकेशन के बारे में सेंट्रल गवर्नमेंट को जितना ख्याल करना चाहिये, उतना इसका ख्याल उस तरफ नहीं है । यह बताया जाता है कि यह राज्य सरकारों की जिम्मेदारी है । लेकिन शैड्यूल्ड कास्ट्स, शैड्यूल्ड ट्राइब्ज और अदर बैक्वर्ड क्लासिस का जहां तक ताल्लुक है उनकी जिम्मेदारी तो सैंट्रल गवर्नमेंट पर आती है । वैसे भी शिक्षा जो दी जाती है उस में सुधार लाने के लिए कुछ रकम दी गई है पार्ट बी में । मैं समझता हूं कि ट्रेनिंग के लिए यहां से मदद की जो रकम दी जाती है वह बहुत देर से मिलती है । इसके अलावा एडीशनल टीचर्ज के लिए जो रकम दी जाती है वह नवम्बर दिसम्बर में दी जाती है । इस का कोई लाभ नहीं होता है । यह रकम जल्दी देने की कोशिश होनी चाहिये । रकम दी तो काफ़ी जाती है लेकिन वक्त पर न मिलने की वजह से कोई उस का फायदा नहीं होता है । क्वालिटेटिव इम्प्रूवमेंट हो, ऐसा इरादा सैंट्रल गवर्नमेंट का है । लेकिन उस के लिए जो रकम दी जाती है वह जल्दी दी जानी चाहिये ।

यह भी आपकी तरफ से कहा गया है :

"Efforts are also being made to increase the pay scales of teachers at all levels."

इसके बारे में मेरा एक सुझाव है । अगर आप चाहते हैं कि उस में सुधार हो और आप उनका स्तर ऊंचा करना चाहते हैं तो उसके लिए यह जरूरी है कि प्राइमरी स्कूल टीचर्ज के पे स्केल बढ़ाये जायें, उन में सुधार लाया जाए । पिछले सप्ताह हम ने सुना था कि उत्तर प्रदेश का जो शिक्षक है, प्राइमरी टीचर है, उस का पे स्केल चपड़ासी के पे स्केल से भी कम है । स्टेट गवर्नमेंट की यह जिम्मेदारी है, इतना सा कह देने से काम चलने वाला नहीं है । सेंट्रल गवर्नमेंट को देखना चाहिये कि हर एक स्टेट में प्राइमरी शिक्षक जो है, उस का पे स्केल एक सरीखा हो । जब तक यह नहीं होता है और जब तक ज्यादा से ज्यादा पे उस को नहीं दी जाती है, तब तक प्राइमरी शिक्षा में सुधार नहीं आ सकता है

[श्री दे० शि० पाटिल]

टैक्स्ट् बुक्स के बारे में अब कुछ कहना चाहता हूं । गरीब जो लड़के होते हैं उनको सुविधायें देने के बारे में कहा जाता है कि काफी कुछ किया जा रहा है । विदेशों से भी पैसा आता है । लेकिन उस पैसे का इस्तेमाल बराबर नहीं होता है । बच्चों के लिए किताबें लेने के लिए, कपड़े लेने के लिए, अमरीका और रूस आदि मुल्कों से कई रकमें आती हैं लेकिन व रकमें देहातों तक नहीं पहुंचती हैं । सेंटर भी पैसा स्टेट्स को देता है लेकिन वह पैसा भी देहात तक नहीं पहुंचता है । देहातों में शिक्षा के बारे में जो भी सुविधायें हैं, स्कूल तैयार करने की या कोई और उसके लिए देहात के लोगों को कहा जाता है कि तुम कांट्रीब्यूट करो, अगर हैल्थ के बारे में कोई सेंटर बनाने की बात होती है तो देहात के लोगों से कांट्रीब्यूशन मांगा जाता है, सड़क बनाने की अगर बात होती है तो उनको कहा जाता है कि तुम श्रमदान करो । इस तरह की कोई भी बात शहर के लोगों को करने के लिए नहीं कहीं जाती है । यह जो डिसक्रिमिनेशन है यह दूर होना चाहिये । सामाजिक सेवाओं के लिए शहरों और देहातों के लोगों को जो कुछ भी सुविधायें आप को देनी हैं, वे एक सरीखी दी जानी चाहिये और इन दोनों में कोई भेदभाव नहीं बरता जाना चाहिये ।

मैं एक अध डिमांड पर ही बोल पाया हूं । दूसरे भी एक दो अच्छे सुझाव मैं देना चाहता था लेकिन समय न होने के कारण दे नहीं पाया हूं ।

श्री विश्राम प्रसाद (लालगंज) : उपाध्यक्ष महोदय, सदन के सामने १७६.११ करोड़ का सप्लीमेंट्री बजट पेश है । दुख के साथ कहना पड़ता है कि एकाउंटेंट जनरल ने भी अपनी आडिट रिपोर्ट फाइनेंस मिनिस्ट्री को सबमिट कर दी है लेकिन वह रिपोर्ट आज तक भी लोक सभा के मैम्बरों को नहीं मिली है । अगर वह हम को दे दी जाती तो उस को पढ़ कर हम आप के सामने कुछ फैक्ट्स एण्ड फिगर्ज रख सकते थे ।

पब्लिक एकाउंट्स कमेटी की रिपोर्ट है जो सप्लीमेंट्री बजट्स आते हैं उस के बारे में तथा ओवर-एस्टीमेटिंग के बारे में । उस में कहा गया है कि १९६०-६१ में कैपीटल एक्सपेंडीचर ३७.९८ करोड़ था जिस में वेरिएशन ८.५ परसेंट का था । इसी तरह से १९६१-६२ में कैपीटल एक्सपेंडीचर ६२.५४ करोड़ का था और वेरिएशन १७.५ परसेंट का था । यू० के० में. . . .

Shri Tyagi: There must be the Minister on these Treasury Benches. He has become a back-bencher.

Mr. Deputy-Speaker: Government is represented.

Shri Himatsignka (Godda): The Minister is here.

Shri Tyagi: He has become a back-bencher. He is busy talking to lady Members.

Mr. Deputy-Speaker: Order, order. Government is fully represented here.

श्री विश्राम प्रसाद : मैं यह कह रहा था कि हमारे बजट में वेरिएशन १९६०-६१ में ८.५ परसेंट का था और १९६१-६२ में १७.५ परसेंट का था । इस का आप यू० के० से मुकाबला करें । वहां के बजट एस्टीमेट्स और रेवन्यू रिसीट्स में केवल १.३ परसेंट का ही डिफ्रेंस होता है । इससे पता चल जाता है कि किस तरह का बजट हम बनाते हैं ।

आपपब्लिक एकाउंट्स कमेटी की रिपोर्ट्स को देखें तो आपको पता चलेगा कि जितना रुपया भी गवर्नमेंट आफ इंडिया या इसकी डिफेंट मिनिस्ट्रीज स्टेट गवर्नमेंट्स को देती हैं, उन में हजारों केसिस में आज तक भी यूटिलाइजेशन सर्टिफिकेट दाखिल नहीं हुए हैं । काम पूरा हुआ है या नहीं, रुपया खर्च हुआ या नहीं, उस का पूरा आडिटिंग हुआ है या नहीं, कुछ पता नहीं । बार बार बजट में प्राविजन किया जाता है, रुपया उन को दिया

जाता है लेकिन इन सर्टिफिकेट्स को लेने की कोई चिन्ता नहीं की जाती है और उसके बावजूद भी टैक्सों से रुपया वसूल होता है।

आडिट रिपोर्ट १९६२-६३ की तो मेरे पास नहीं है, लेकिन १९६१-६२ की है और उस को मैं आप के सामने रखना चाहता हूं। ओरिजनल ग्रांट और सप्लीमेंट्री ग्रांट १९६१-६२ की जो थी उस में १८४.१३ करोड़ का सेविंग हुआ जो कि १२.७ परसेंट है और चार्ज्ड एप्रोप्रियेशन का सेविंग ७०४.२३ करोड़ का है जो ११.६ परसेंट है। इस तरह से टोटल सेविंग ८८८.३६ करोड़ हुआ यानी ११.९ परसेंट। और पिछले सालों के सेविंग को आप देख लें। १९५७-५८ में २२१ करोड़ था जो कि ४ परसेंट था, १९५८-५९ में ४४३ करोड़ था जोकि ६.४ परसेंट था, १९५९-६० में २५५ करोड़ था जोकि ३.५ परसेंट था, १९६०-६१ में ५०० करोड़ था जोकि ६.७ परसेंट था और १९६१-६२ में ८८८ करोड़ था जोकि ११.९ परसेंट था।

आडिट रिपोर्ट कहती है :

"During the year, 50 Supplementary Grants totalling Rs. 49.48 crores were voted by Parliament. 14 Supplementary appropriations aggregating Rs. 64.64 crores were also obtained for Charged Expenditure. In 4 cases the Supplementary provision totaling Rs. 0·03 crores proved entirely unnecessary as the expenditure did not even come upto the original grant or appropriation . . ."

Mr. Deputy-Speaker: The hon. Member will continue tomorrow.

The House stands adjourned.

17 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, March 11, 1964/Phalguna 21, 1885 (Saka).

GMGIPND—LS II—2394(Ai) LSD—20-3-64—98c